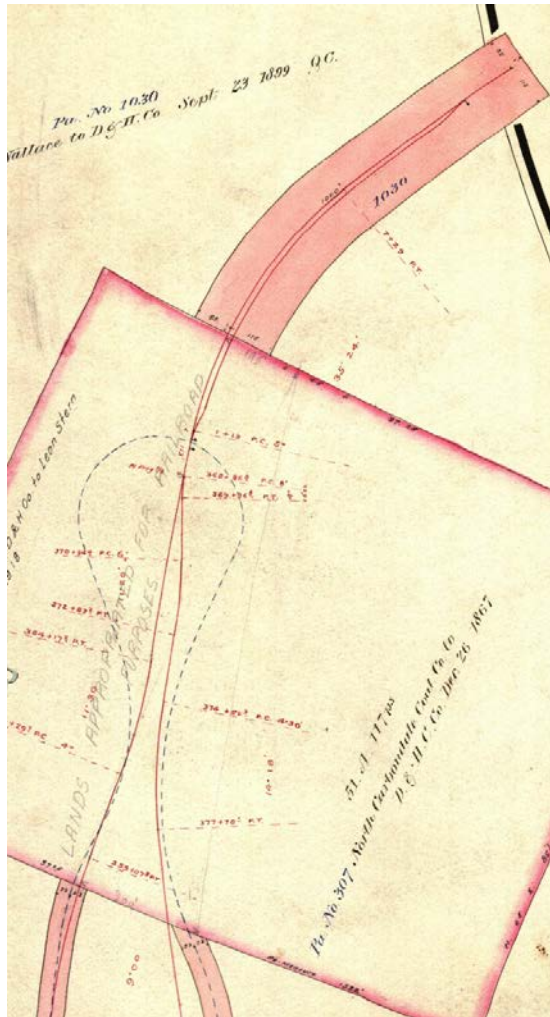
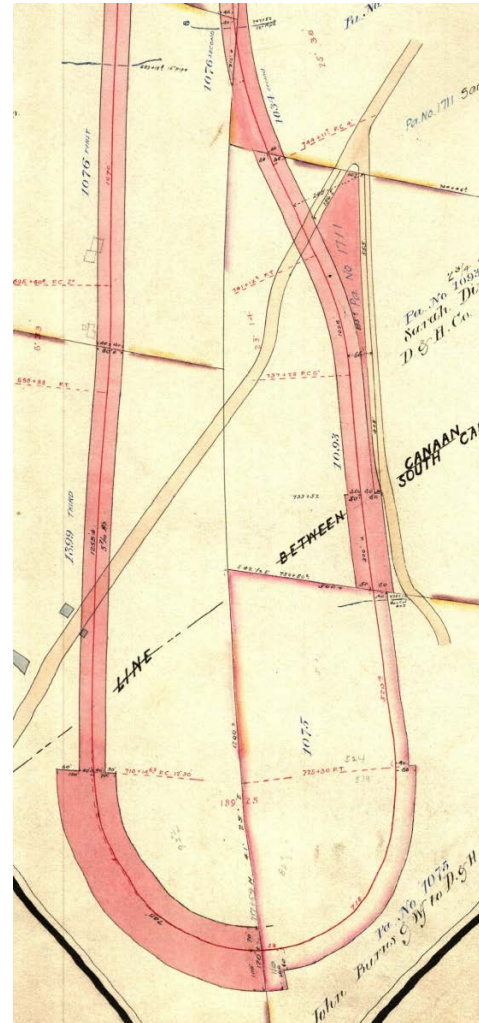


Delaware and Hudson Canal Company Gravity Railroad: 1899 Configuration



Switchback at Shepherd's Crook
1901 D&H Map, collection Carbondale D&H Transportation Museum



South Canaan Loop

By

S. Robert Powell, Ph.D.

October 9, 2014

Published by the Carbondale Historical Society and Museum, Inc.

Carbondale, PA 18407

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ISBN 978-0-9903835-4-3

Published by the Carbondale Historical Society and Museum, Inc.
Carbondale, PA 18407 www.carbondalepahistorical.org
October 9, 2014, First Edition

291 pages, illustrated

A History of the
Delaware and Hudson Canal Company
in 24 Volumes

S. Robert Powell, Ph.D., 1974
Indiana University, Bloomington, IN

I	Gravity Railroad: 1829 Configuration
II	Gravity Railroad: 1845 Configuration
III	Gravity Railroad: 1859 Configuration
IV	Gravity Railroad: 1868 Configuration
V	Gravity Railroad: 1899 Configuration
VI	Waterpower on the Gravity Railroad
VII	Working Horses and Mules on the Gravity Railroad
VIII	Passenger Service on the Gravity Railroad
IX	Farview Park
X	The Steam Line from Carbondale to Scranton (the Valley Road)
XI	The Jefferson Branch of the Erie Railroad (Carbondale to Lanesboro)
XII	Reaching Out: D&H Steam Lines beyond the Lackawanna Valley
XIII	Troubled Times—the 1870s
XIV	Carbondale Stations, Freight Houses, and the Carbondale Yard
XV	Locomotives and Roundhouses
XVI	Rolling Stock: Freight and Passenger
XVII	Anthracite Mining in the Lackawanna Valley in the Nineteenth Century
XVIII	Breakers
XIX	The Stourbridge Lion
XX	The Honesdale Branch of the D&H
XXI	The Anthracite Coal Strike of 1902
XXII	The People: the D&H, the Community
XXIII	The Quality of Life in the Lackawanna Valley in the Nineteenth Century
XXIV	The Birth and First Maturity of Industrial America

Acknowledgements

The 24 volumes in this series could not have been written without thirty years of enthusiastic support and guidance from John V. Buberniak, who shares the present author's interest in the history of the Delaware and Hudson Canal Company's Gravity Railroad and Canal.

It is with great pleasure, therefore, that I here (1) acknowledge the crucial role that John V. Buberniak has played in the writing of these books on the D&H, and (2) express my thanks to him for all that he has done to make these books possible.

Another Gravity Railroad historian to whom sincere thanks are due is the late W. E. Anderson, who was Assistant Engineer for the Delaware and Hudson Canal Company and Chief Engineer of the Delaware and Hudson Company for many years.

In 1895, W. E. Anderson brought into existence a map volume titled:

*Delaware and Hudson Canal Company.
Gravity Railroad / Carbondale to Honesdale, 1895.*

In March 1901, W. E. Anderson created a map volume titled:

*Delaware & Hudson Company's Railroad, Honesdale Branch,
Carbondale to Honesdale. March 1901.*

Using those maps, we have been able to identify and describe the five separate configurations (1829, 1845, 1859, 1868, and 1899) of the D&H rail line from Carbondale to Honesdale in the nineteenth and twentieth centuries.

S. Robert Powell
Carbondale, PA 18407
October 9, 2014

Overview

The industrial revolution in America was born on October 9 1829, in Carbondale, PA, when the first cut of Delaware & Hudson Gravity Railroad coal cars, loaded with mass produced anthracite coal, headed up Plane No. 1 out of Carbondale for Honesdale and to market in New York City.

Those cars, filled with anthracite coal from mines in Carbondale, traveled over 16 miles of railroad tracks, made up of eight inclined planes and three levels, to Honesdale, where the coal was transferred into canal boats and hauled 108 miles, through the D&H Canal, to the Hudson River.

Most of the coal that was sent through the D&H system in the course of the nineteenth century was shipped south on the Hudson River to the New York metropolitan market and to many ports on the Atlantic seaboard, north and south of New York. A large quantity of anthracite coal was also shipped up the Hudson River to Albany, and shipped through the Erie Canal to the American Midwest.

The mining, manufacturing, and transportation system that became operational on that day between the anthracite mines of the Lackawanna Valley and the retail markets for that coal on the eastern seaboard and in the American Midwest was the product of enlightened entrepreneurial, technological, and managerial thought on the part of the officers, managers, directors, and employees of the Delaware and Hudson Canal Company. That system, the first private sector million-dollar enterprise in American history, was, at the same time, the pioneer expression on this continent of mass production, a mode of production that would thereafter characterize industry in America and around the world.

Mass production, the revolutionary engine that made it possible for the D&H to launch its mining, manufacturing, and transportation system in Carbondale on October 9, 1829, and to perpetuate that system well into the 20th century, came into existence when it did and lasted for as long as it did because a body of employees and managers, within the context of a community, of which both groups were a part, chose to work together for their mutual benefit and enrichment, to mass produce and market a commodity, and in so doing to implement the clearly articulated production and marketing objectives of “the company,” the Delaware and Hudson Canal Company.

In this 24-unit work on the D&H,* we will (1) document the history of that mining, manufacturing, and transportation system, with a special focus on the rail lines of the Delaware and Hudson Canal Company in northeastern Pennsylvania, from the opening of the D&H Gravity Railroad in 1829 to the anthracite coal strike of 1902; and (2) demonstrate that the history of that mining, manufacturing, and transportation system, the D. & H. C. Co., from 1829 to 1902, is, at the same time, not only an illustration of eight decades of fine tuning by the D&H of their mass production procedures and techniques but also a full-bodied expression and record, both from the point of view of the D&H and from the point of view of its employees, of the birth, development, and first maturity of the industrial revolution in America.

This is a success story, directed by America's pioneer urban capitalists, and implemented by them and the tens of thousands of men, women, and children who emigrated from Europe to the coal fields of northeastern Pennsylvania in the nineteenth century to work for and with the D&H and to start their lives over again. This is a success story that is important not only within in the context of local, state, and regional history but also within the context of American history. It is a compelling story.

*The present unit focuses on the 1899 configuration of the Gravity Railroad. Each of these 24 units will focus on one aspect of the history of the Delaware and Hudson railroad, from the opening of the Gravity Railroad in 1829 to the anthracite coal strike of 1902. Each unit will be an autonomous entity and published separately.

Delaware and Hudson Canal Company Gravity Railroad: the 1899 Configuration

Preface

Who were the people who made a reality the 1899 configuration of the Delaware and Hudson Canal Company's Gravity Railroad?

Robert M. Olyphant was president. Horace G. Young was vice-president and general manager. C. R. Manville was superintendent of the Pennsylvania Division of the D&H.

Robert M. Olyphant: In July 1884, Thomas Dickson died, and on August 5, 1884, Robert M. Olyphant was appointed acting president and was clothed with presidential powers. On October 24, he was elected president. In 1903, Olyphant declined reelection and David Wilcox was elected president, and served 1903-1907. F. Murray Olyphant, secretary, March 31, 1883—June 17, 1924.

Horace G. Young: When Thomas Dickson died, Coe F. Young, a confidential and long-term friend of his, was elected vice-president and general manager of the company. On October 1, 1885, Coe F. Young resigned and his son, Horace G. Young, was named vice president and general manager of the company. He was 2nd VP in 1898 when the closing was announced, and he was VP in 1899. He was a Manager in 1899.

C. R. Manville: In the portrait of Rollin Manville in *Portrait and Biographical Record of Lackawanna County Pennsylvania*, 1897, pp. 120-122, we read, on p 122, the following about his son, C. R. Manville:

"C. Rollin Manville was born in Honesdale, Pa., January 13, 1858, graduated as a civil engineer from Rensselaer Polytechnic Institute of Troy, N. Y., June 16, 1880, and in the same year entered the service of the Delaware & Hudson Railroad as assistant engineer of the Pennsylvania Division, filling that position until March, 1883. From that time until November, 1885, he served as engineer of the same road, and afterward, until July 1891, was assistant superintendent. On the death of his father (Rollin Manville), he was promoted to the position of superintendent, which responsible position his experience and ability qualify him to fill. [In August 1899 he was superintendent, and the chief engineer was James MacMartin] His (C. R. Manville) brother, W. A., is also connected with the road as its representative at Wilkesbarre, Pa."

C. R. Manville, was named Superintendent of the Pennsylvania Division of the Delaware & Hudson Canal Company, on July 15, 1891, and served the D&H in that capacity until December 1, 1903, when he resigned, to be succeeded by H. G. Gilpin who, at the time, was superintendent of the New York, Susquehanna and Western (headquarters in Jersey City). See article titled "Resignation of Supt. [C. R.] Manville], dated November 28, 1903, in Gritman scrapbook.

C. R. Manville's father, Rollin Manville, was the superintendent of the Gravity Railroad immediately preceding his son. Rollin Manville was born in Whitehall, NY, November 6, 1824; he married Helen M. Gilbert, of Ghent, Columbia county, NY. See 1880, p. 452D.

William McMullen, Honesdale Branch Trainmaster. Under his personal supervision the track between Farview and Waymart (the South Canaan Loop), replacing seven Gravity planes (No. 9, 10, 11, 12, 18, 19, 20), was laid. In addition, under his jurisdiction, following the closing of the Gravity Railroad, the gravity-gauge tracks were all changed to standard gauge. See pages 159-62, 176-79 herein.

D&H Directors in 1899: James Roosevelt, Robert M. Olyphant, William H. Tillinghast, Alfred Vansantvoord, Alex E. Orr, Chauncey M. Depew, James W. Alexander, James R. Taylor, Horace G. Young, John Jacob Astor, R. Somers Hays, Frederick Cromwell and David Wilcox. The last named took the place of James A. Roosevelt, who died during the year.

What was in place and operating up to December 31, 1898?

The Gravity Railroad that was in place and functioning when it was announced on October 28, 1898 that the D&H Gravity Railroad would close on December 31, 1898:

Loaded Track from Carbondale to Honesdale: Planes 1-12 from Carbondale to Waymart; 10-mile level from Waymart to Honesdale.

Light Track from Honesdale to Carbondale: Planes 13-17 from Honesdale to Waymart; Planes 18-20 from Waymart to Carbondale; Level 20 to Archbald.

Light Track from Archbald to Valley Junction: Planes 21-22.

Loaded Track from Valley Junction to Carbondale: Planes 23-27, plus Plane 28 in Carbondale.

What would cease to exist on January 1, 1899?

With the closing of the Gravity Railroad, Planes 1-8 were no longer needed and were removed, as was Level 20 south of Carbondale. In addition, Planes 21-28 would cease to exist, as would Planes 14-17.

Plane 13, at Honesdale, probably remained in operation for a short period after the closing of the Gravity system to facilitate the movement of coal to market from the various stockpiles in the Plane 13 area and in Honesdale.

What remained of the Gravity Railroad on January 1, 1899 to be converted into a standard-gauge steam locomotive rail line between Carbondale and Honesdale and known as the Honesdale Branch of The Delaware and Hudson Company?

--the former light track from Farview to Shepherd's Crook to Lookout Junction to Carbondale

--the former loaded track Planes 9-12 from Farview to Waymart

--the former loaded track Level 12 from Waymart to Honesdale

--the former light track Planes 18-20 from Waymart to Farview

The conversion of those remnants of the former D&H Gravity system into a functioning standard-gauge steam locomotive system is the subject of this volume.

Table of Contents

9901	Introduction
9902	October 1898
9903	November 1898
9904	December 1898
9905	January 1899
9906	February 1899
9907	March 1899
9908	April 1899
9909	May 1899
9910	June 1899
9911	July 1899
9912	August 1899
9913	September 1899
9914	October 1899
9915	November 1899
9916	December 1899
9917	January 1900
9918	February 1900

- 9919 March—December 1900
- 9920 The 1901 Map of the Honesdale Branch
- 9921 1904 D&H Gravity and Pennsylvania Gravity Reunion
- 9922 1905 D&H Gravity and Pennsylvania Gravity Reunion
- 9923 1906 D&H Gravity and Pennsylvania Gravity Reunion
- 9924 1907 D&H Gravity and Pennsylvania Gravity Reunion
- 9925 D&H Veterans' Association Meetings
- 9926 The Gravity Railroad Monument in Gravity Park, Carbondale
- 9927 The Gravity Shops, Part 2 (1865-present)
- 9928 The D & H Gravity Railroad and Canal: Selected Bibliography

Introduction

The D&H Gravity Railroad and Canal were closed down because it was cheaper for the D&H to send its coal from the Lackawanna Valley to tidewater via the Erie Railroad than it was by means of its own rails and canal. The shipping of coal via the Gravity Railroad and the D&H Canal cost 50 cents more a ton than it would over the Erie. To close the canal meant, therefore, that the D&H would save at least \$500,000 annually. See three articles in particular: “Gravity Road to Go” (October 29, 1898), “Abandoning the Gravity” (October 29, 1898), and “Gravity Road for Sale” (November 8, 1898)—all three of which are given in their entirety herein.

The handwriting was on the wall as early as 1866, when the managers of the Delaware and Hudson Canal Company began to consider abandoning the Gravity Railroad and canal. In 1868 the D&H entered into a contract with the Erie Railroad to transport D&H coal to the Hudson River (Weehawken, NJ) during the winter when the D&H Canal was frozen. (First Erie coal train out of Hawley in 1863; first Erie train to Honesdale on June 23, 1868.) In 1871, the D&H obtained, through the Albany and Susquehanna Railroad, a direct rail connection between its coal mines in the Lackawanna Valley in Pennsylvania and Albany, NY. (Jefferson Branch from Carbondale to Lanesboro and Erie main line opened on October 28, 1870.)

Canal no longer as useful as it once was:

“The coal that is being run over the gravity this winter is nearly all transferred into Erie cars and sent to market instead of stocking it in Honesdale as formerly.” (*Carbondale Leader*, February 15, 1884, p. 2). See also the article “Affairs of the Railways / Delaware and Hudson Canal / Probability that a railroad will be substituted for it,” *The New York Times*, February 13, 1884.

With the several leases and contracts with other railroad companies now in place, the D&H discontinued the publication of statistics on the annual shipments of coal through the canal. By 1897, the numbers had gone way down on annual shipments and it became very clear that abandonment of the D&H Gravity Railroad and Canal was a financial necessity. On October 28, 1898, the railroad committee of the D&H reported that considerable savings would result if the company's anthracite coal were carried directly to the Hudson River and Weehawken, NJ by existing conventional steam railroads and not via the D&H Gravity Railroad and Canal.

The closing of Gravity Railroad on December 31, 1898 was announced on October 28, 1898. On a month-by-month basis, we will now focus on the consequences of that announcement and the conversion of the Gravity line into a standard-gauge steam locomotive system. This conversion was completed in three phases:

Phase 1: October 28, 1898 up to January 22, 1899: tracks remain Gravity-gauge, steam locomotives introduced, Gravity Planes 9-12 and 18-20 still used, Shepherd's Crook still in place

Phase 2: January 23, 1899 up to November 19, 1899: tracks widened to standard gauge; steam locomotives used, Gravity Planes 9-12 and 18-20 still used, Shepherd's Crook still in place

Phase 3: November 20, 1899 up to February 1, 1900: standard-gauge tracks, Shepherd's Crook removed and Switchback installed, Gravity Planes 9-12 and 18-20 removed and South Canaan Loop installed

* * * * *

Phase 1: October 28, 1898 up to January 22, 1899: tracks remain Gravity-gauge, steam locomotives introduced, Gravity Planes 9-12 and 18-20 still used, Shepherd's Crook still in place

9902

October 1898

All is well. Early October 1898. Business as Usual. Some final excursions over the Gravity Railroad:

“Excursion Over the Gravity Road. / The Erie railroad presents a genuine novelty for a closing excursion of the season, on Wednesday, October 12. This is a trip to Carbondale and return over the famous gravity railroad from Honesdale. Thousands enjoy every year the beautiful picturesque ride on the Erie to the Delaware Valley, but this excursion adds to all that has gone before the wonderful ride of forty miles on the gravity railroad. Open observation cars will be provided from Honesdale on this excursion, thus giving an unobstructed view of the beauties of the autumn-tinted landscape. Luncheon will be served at Farview, a delightful excursion resort at the summit of the range. The round trip fare from New York, including the ride over the gravity railroad will be \$1.50.—*New York Tribune*.” (Gritman scrapbook, probably a reprint in the *Carbondale Leader* of Tuesday, October 11, 1898) (The same ad was published in the *Brooklyn Eagle* of October 9, 1898, p. 23.)

Given in the Gritman scrapbook immediately below the clipping given above is the following:

“Back to Town. / Mrs. R. Manville and Mrs. W. A. Manville removed from their Farview cottage to their home in this city [Carbondale] today.”

Three newspaper articles, all about the same excursion to Carbondale from New York, are given together under the date of Tuesday, October 25, 1898 in one of the Gritman Scrapbooks:

“Tomorrow this city will be visited by another big excursion party from New York state. The excursion starts from New York city at 8 o’clock and will bring here a large number of residents of the metropolis. This crowd will be swelled by many from Paterson, Middletown, Port Jervis and other cities along the line. They are making their initial visit to this city and as first acquaintanceship is often that by which people are judged we should make our best appearance tomorrow. Everything possible should be

done to make the stay of the visitors a pleasant one. On their return to their homes their reception here will be detailed to many friends. This will either promote or deter the coming of other hundreds to Carbondale—for this city as an excursion objective point is yet in its infancy. As long as the gravity road is in existence Carbondale will have more or less visitors each season but the number can be greatly swelled—to our profit and pleasure—by the hospitality which we show to them.” / “There will doubtless be plenty of refreshments for the visitors from New York tomorrow and the unfortunate experience of last month will not be had again. The excursionists swooped down upon Carbondale in such unexpected numbers at that time as to almost paralyze the restaurant business and one woman was heard offering twenty-five cents for a cup of coffee.” / **“The New York Excursion.** / It rained in New York this morning and the excursion over the Erie and Gravity roads to this city was therefore not so large as expected. 415 came on the two sections, the first of which reached here about 2 o’clock.”

October 28, 1898:

It was publicly announced on October 28, 1898 that on January 1, 1899 all passenger, freight, and coal trains on the D&H Gravity Railroad would be discontinued until further notice. Here is the announcement that was published on page 5 of the *Carbondale Leader*, Friday, October 28, 1898:

"DO WE LOSE THE GRAVITY RAILROAD? / EXCITEMENT CAUSED BY AN ORDER ISSUED BY VICE PRESIDENT YOUNG, TODAY. / What the Abolishment of the Road Would Mean to This City—It Would Effect [sic] our Shops and Destroy the Small Towns Along the Line—Officials Could Not Be Seen. / The appended notice was posted in a conspicuous position at the office of the superintendent of the Delaware & Hudson Canal company this morning. /

Delaware & Hudson Canal Co.
OFFICE OF THE SECOND VICE PRESIDENT.
Albany, N. Y., October 28, 1898

PUBLIC NOTICE.

Beginning January 1st, 1899, all passenger, freight and coal trains will discontinue running on the Gravity railroad until further notice.

H. G. YOUNG,
Second Vice President.

The news spread like wild fire and hundreds of persons soon wended their way to the head of Main street in order that they might read the notice and be convinced of its authenticity. A LEADER man visited the office for the purpose of learning the exact details from H. G. Young or superintendent C. R. Manville. He was told that both of these gentlemen had gone to Honesdale on the 11:10 a.m. Gravity train and when they returned from that place their destination was direct to the main office in Scranton. / WILL IT BE PERMANENT? / By this order in the neighborhood of eight hundred men will be thrown out of employment and the deeper one proceeds into the details the more striking appears the situation. The discontinuing of the once prosperous Gravity railroad, should it prove permanent must necessarily cause the abandonment of the Gravity, car and blacksmith shops in this city. These things are not assured as yet, however, and it would be well for all not to borrow trouble prematurely. / HUNDREDS WILL BE IDLE / For the past few years it has not been a secret that the officials of the road considered it was a losing enterprise. The decrease of orders for coal has been the principal cause and it finally reached the crisis of either abandoning the road or to run it at a loss. Hence the order that was given out today. / The order when it became generally known created considerable consternation among those who had little or no idea of the existing affairs—especially was this noticeable among those who will be especially affected, namely the men who have depended upon the Gravity railroad for a livelihood. In this city fully four hundred men will be laid idle should the worst come true. The effect upon Waymart residents and others along the line will be more severely felt as aside from farming it was the only occupation open to those living in that section. With no connection between Carbondale and those places except by telegraph or wagon it will be extremely serious to them. / THE OUTPUT. / For the past few years the Delaware & Hudson company have been shipping coal over the gravity to New York and other distributing points to the amount of 600,000 to 4,500,000 tons yearly. By this new order these sales will not be lost but it is altogether probable that other means of transportation will be arranged. Rumor has it that plans have been made to transport coal over the Erie and Wyoming Valley railroad from Scranton, or Jersey's Junction or over the New York, Susquehanna and Western railroad from Minooka or Yatesville. There were rumors that the closing down of the Gravity would be only temporary to allow of widening the tracks for the larger coal cars and the doing away with the present expensive system of transference. / Of one thing we are assured the amount of anthracite mined in this section will not decrease, but the change will do away with many employees. The gravity cars now in use carry between four and five tons while the cars on the steamroad have a capacity of 20,000 pounds. In fact the Pennsylvania company have and are now constructing cars that have a capacity of 100,000 pounds. In view of these facts it is at once apparent that the number of men per tonnage will decrease by a large percentage. / THE PAY ROLL. / Just how business will be affected in Carbondale can readily be imagined when it is known that the pay roll on the Gravity railroad amounts to a figure between \$15,000 and \$20,000 per month. In addition to that amount are the earnings of those employed in and about the shops. / Regarding the disposition of the car and blacksmith shops nothing definite could be learned. In the opinion of one official in a position to know, the yard now used principally by the Gravity department will be used for repairs, but before this is accomplished wide gauge tracks will be substituted for the narrow gauge now in use. / HISTORY OF THE ROAD. / The completion of the gravity road of the Delaware & Hudson canal company in the year 1829 first established our communication with the outside world. [The railroad was not intended as a communication

system.] The operation of the road was attended with great difficulty, arising from the breaking of the chains used on the inclined planes. In April 1830, tarred ropes were substituted for the chains. Freight was first regularly carried in 1833. [emphasis added by SRP] / The first carload of coal was shipped on October 9, 1829. The first coal was mined at the foot of Davis's plane, now known as No. 28, from the bed of the river by diverting the river from its channel and running a level into the hill. This coal was run out on a wheelbarrow. This was called Inghram's level. / The Delaware & Hudson machine shop was started in a small wooden building near the site of the present building soon after 1831. This was burned in 1845 and replaced by another wooden structure. This was burned in June, 1857, when the present stone building was erected. / OTHER CHANGES / The D. & H. are also beginning other extensive changes in this city and vicinity. For some time they have been quietly buying up the farming properties northeast of the city near the D. K. Morss homestead. They have secured a good portion of the farms it is said and leased the surface of the major part of them to the lot owners. / They have, however, reserved for themselves the ravine running toward Crystal lake and it is surmised they may in time run a road in that direction, giving them a new summer resort and also a separate northern outlet. / On the south side a large gang of men have been busy for some days in clearing the tract of land extending from St. Rose cemetery to the Powderly mine. It is a fine hillside location and will be used hereafter as a stock farm replacing the present company farm at Dunmore. The latter has now become very valuable for building lots and the location of the new farm in Carbondale means more to this city than would appear on first thought to the inexperienced in this line." (clipping in Gritman scrapbook from *Carbondale Leader*, Friday, October 28, 1898, p. 5)

The need for diversified industry in this section was recognized as necessary:

"Yesterday's notice [10-28-1898, *Carbondale Leader*] of the abandonment of the Gravity brings to mind sharply the need for diversified industry in this section. Our property owners should take some action 'ere long to protect themselves." (*Carbondale Leader*, 10-29-1898, p. 4)

Abandonment was talked about everywhere following H. G. Young's announcement:

"ABANDONING THE GRAVITY. / It Was the One Topic of Conversation About Town Last Evening—Mr. Young's Statement. / Second Vice President Young of the Delaware & Hudson was seen in Scranton last evening and stated that the notice posted in this city [Carbondale] yesterday meant all that it inferred—the abandonment of the gravity between Carbondale and Honesdale and the canal, reaching from Honesdale to Rondout, N. Y. The company has been able to make arrangements whereby it can have its coal carried to New York cheaper by another company than it can carry it over its own tidewater connection. This other company is the Erie and it will be reached through the Erie and Wyoming road, over which it has trackage rights. The Erie and Wyoming connects with the Delaware and Hudson at Yatesville, Scranton and Jessup. These three connections converge at Wimmer's Summit. The Delaware and Hudson company by its new arrangement can deliver its coal at any of the three junctions, have it taken to Wimmers and from there dispatched to New York. / **SOME OF THE BENEFITS.** / In addition to making a saving in haulage, Mr. Young said, it will save the breaking of bulk and consequent extra cost of handling and deterioration in quality, that the Delaware and Hudson

road now experiences, first at Honesdale, where it is transferred from the cars to canal boats and then at Rondout, where it is transferred from the boats to Hudson river barges. [The D&H coal unloading dock at Rondout was Island Dock in the mouth of the Rondout Creek; the PCC coal unloading dock at Rondout was at Port Ewen on the west bank of the Hudson River just below the mouth of Rondout Creek. At Rondout the coal was initially unloaded by hand. Later in the century (1890s) mechanized equipment (5 elevators each capable of raising 500 tons a day) was used for unloading and loading the coal.] The new arrangement will permit of the coal being sent direct from the mines to the New York market without being disturbed, the cars being shipped from the collieries along the Delaware and Hudson to the most convenient junction thence via the Erie and Wyoming to Hawley and thence over the Erie to New York. / Among the many conjectures started by the announcement of the change was one to the effect that the Erie and Wyoming was to assume control of the canal, make Hawley the terminus and secure an independent outlet to tidewater. With its own and the Delaware & Hudson coal it was figured it would be able to operate the canal at a profit. Mr. Young's statements, of course, show this conjecture to be without weight. No company whatever has even negotiated for the canal, he further said, and it will, in all likelihood, be entirely abandoned. / ABOUT THE CANAL. / In the prosperous days of the canal there were over 1,400 boats plying its waters and the boatmen made big money. Gradually the number lessened, until last summer only 250 boats were operated and they were making such a poor profit that the owners were disposed to abandon them, and the company only retained them by buying them outright and paying the captains a percentage for running them. / The fact that the gravity road was a great expense during the winter by reason of the heavy snow drifts on the mountains also made it grow less capable of holding up its end against the constantly cheapening steam roads. / Up to 1870 the canal had cost \$6,309,924.27 according to a report at that time made, and the road up to the same time represented and expenditure of over \$3,000,000. The money invested in the two routes is now probably twice the figures above quoted as extensive improvements have been made. / NEXT YEAR AT FARVIEW. / As to whether or not the famous summer resort, Farview, will be no more, Mr. Young last night could not positively say. The chances, though, are that the road will be not only not operated, but the tracks torn up and the other property taken down from the mountains. There are grounds for the supposition that a wide gauge track will be laid along the line of the present light track of the Gravity as far as No. 3 or Racket brook breaker as the company are substituting the wide gauge for the narrow at all the breakers south of this place. It is even hinted that the widening may be extended to Farview and excursionists taken that way by steam, returning by gravity. / A DARK OUTLOOK. / Nothing new could be learned in this city. Superintendent Manville was in Scranton and the office employees had nothing to impart. Around town last night the one topic of conversation was the proposed abandonment of the road and on all sides were expressions of sorrow heard. It has been the greatest feature in railroading in the country and has done much to advertise this section; thus bringing many strangers and their dollars to Carbondale. / A very decidedly depressed feeling existed among some of the business men and larger property owners. There is a silver lining to every cloud, however, and the abandonment of the gravity may not have so bad an effect on Carbondale as is expected. A live town will recover in time from any shock—and this Carbondale has proved itself to be. / It was claimed by some that the city had received a 'black eye.' This may in a measure be true but if we allow our

lamentations to develop into a panic and become broadcast we will be giving ourselves a still greater 'black eye.' The notice posted at the Delaware & Hudson general office seemed like a two months' warning to the employees to seek other situations. Without doubt, however, many will still be retained by the company in new capacities. / The abandonment of the gravity will have an effect on the Van Bergen foundry which did a large amount of company work. [emphasis added] The steam railroad interests of the city cannot well be improved by the sending of coal east from points below Carbondale, as now it is all brought here and this city has been recognized as headquarters for that division. Whether the clerical force here will be reduced it is not know." (*Carbondale Leader*, Saturday, October 29, 1898, p. 5)

The Closing of the Gravity Railroad was announced in *The Truth*:

"THE CLOSING OF THE CANAL. / ITS MANIFOLD EFFECT ON A LARGE SECTION OF THE COUNTRY. / All the Small Villages from Carbondale to Honesdale Will be Made Desolate. Canal Stores Closed for a Length of 108 Miles—Honesdale's Fate is Now in the Hands of the Erie Company. / No more surprising announcement has been made locally in a decade of years than that of the abandonment of the Gravity railroad and canal of the Delaware and Hudson company. The *Truth* was the only paper of Scranton that had the important information yesterday and it pardonably felicitates itself on the fact while it sympathizes with the hundreds of families who are unfavorably affected. / The effect of the abandonment has thus far been told only in a general way. The prospects admit only of a pessimistic view. People presumed that passenger traffic would be continued to Waymart because of the large summer travel to Farview, but Superintendent C. R. Manville said to a *Truth* reporter this morning that it was not the company's present intention to do any business whatever along the line. / **AN IRREVOCABLE DECISION.** / It is evident that the company has arrived at its important decision only after mature thought and that the decision is irrevocable. It will be felt most severely of all by the little towns and struggling villages between Carbondale and Honesdale. Waymart, Keen's Pond, Prompton, and Seelyville are each picturesque little places whose sustenance is wholly or in large part derived from the Gravity and the inhabitants must before long for the most part leave their hearstones [sic, surely 'hearthstones' was intended] and seek a livelihood in strange sections. / The first town of importance after leaving Carbondale is Waymart, which has several hotels, an academy, a couple of churches, a depot and is a shipping point for the agricultural products of a wide area of land. Many farmers of Canaan township carried their goods to this point and sent them to Carbondale and Scranton. / In Seelyville is a population of several hundred souls and the large Birdsall woolen mills are located here. Ex-Judge Birdsall and Wm. Birdsall are proprietors and the plant does an extensive business. It turns out frequently a large supply of blankets for Indians on the order of the United States

government. At Seelyville also is a glove factory. These industries will be inconvenienced by the abandonment of the Gravity but Seelyville is a suburb of Honesdale and the change will not be fatal as the New York, Lake Erie and Western and Erie and Wyoming are still left to depend on. / EFFECT IN HONESDALE. / In Honesdale proper the effect of the change will be felt in manifold directions. The Delaware and Hudson and the Erie docks run about two miles long. They were at one time the largest coal docks in the world. [emphasis added] The number of men now employed thereon is not a tithe to what it was in earlier times. Reduced traffic and labor-saving machinery have severely diminished this force of laborers who about fifteen years ago often worked twenty hours per day to satisfy the voracious demand of the metropolis for fuel. / Nevertheless hundreds of men, officials, foremen, carpenters, machinists, car builders and common laborers were thrown out of work, and the great majority of them know not where to turn for work. Of course all the plane hands and engineers from Olyphant to Honesdale are in the same predicament. Five trains ran into Honesdale daily on the Gravity, and five ran towards Carbondale. The crews of all these trains have long been in the service of the company, and will probably be cared for, but not in positions equal to the present. / BUSINESS SERIOUSLY AFFECTED. / The hundreds of men on the coal docks and on the canal were an important factor in the trade of Honesdale, and their loss of labor will be seriously felt by the business men. / Looking in the other direction from Honesdale to Rondout there are scores and scores of canal stores along the towpath. Some of them are half a century old, but nearly all must now put up the shutters and their owners locate elsewhere. There are several canal stores in Honesdale, stores which had scarcely any trade except for the boatmen, and these are ruined. / THE WORST MAY HAPPEN. / All this is bad enough, but what the disturbed residents of the Maple City are apprehensive about now is that the New York, Lake Erie and Western road may also cease running to that vicinity. / The D. and H. road carried coal from the Lackawanna and Wyoming valleys to Honesdale. The N. Y., L. E. and W., or, as it is generally designated, the Erie, ran to Honesdale also, and met at the D. and H., receiving the coal of the latter and carrying it to Port Jervis and New York. The abandoning of the Gravity cuts the Erie off from that coal traffic and the question arises: Is the passenger and freight traffic from Honesdale to New York sufficiently remunerative to warrant the Erie continuing its trains? There is danger that the Erie, too, will abandon Honesdale. In that event the town would be left in the woods absolutely without railroad communication with the world outside. That, indeed, would be a catastrophe. The beautiful Maple City, which Washington Irving so loved, would soon be a veritable deserted village; the owls would nest in its church steeples and grass grow in its thoroughfares. This is no mere fancy sketch. It is certain that the Erie will now care very little for the traffic of the town. It runs three passenger trains per day to Port Jervis and Lackawaxen. / HONESDALE'S ONLY HOPE. / With the coal trade gone its compensation for touching the town is seriously reduced, and were it not for the fact that it still has to go to Hawley for Erie and Wyoming coal there can be little doubt that it would leave Honesdale to its fate. However, it is but ten miles from Hawley to Honesdale, and the additional expense of running that distance is not great. Honesdale has two large shoe factories, a cutting shop, several smaller industries and large stores; there is a large agricultural

trade tributary to the town, and its most influential citizens will undoubtedly make a strong effort to have the Erie maintain, if it does not improve, its present service. But the future welfare and destiny of the town is entirely in the hands of that corporation. / General Manager Young, of the D. and H., absolutely denies that the Pennsylvania Company has negotiated to secure the canal, so that the great artificial river to Rondout, one of the greatest mechanical triumphs of the country, will soon be but a memory.” (clipping in the Gritman scrapbooks from the *Truth*, dated Saturday, October 29, 1898)

The possible consequences of the closing for Honesdale were identified:

“THE FATE OF HONESDALE. / THE TOWN WRAPPED IN GLOOM BY THE ACTION OF THE D. & H. / Fear and Trembling Lest the N. Y. L. E. & Western Abandons its Jefferson Branch—Relief Can Then Come Only from the Erie and Wyoming.
/ Honesdale, Oct. 31—About three years ago the Delaware and Hudson Canal company presented to Honesdale a single block of anthracite from Marvine shaft, weighing 13,000 pounds. To better preserve it it was wound about with iron bands and it was placed near the company’s office in the Maple City, a symbol of the industry that called the community into being and contributed largely to its present growth. The significance of this massive emblem has now departed for with the abandonment of Honesdale by the influential Delaware and Hudson company, the town is no longer identified to any considerable degree with the coal industry. The apprehensions felt at a distance for the immediate welfare of a large element of Honesdale’s people are intensified on visiting them. It would be distasteful to specify but it is simply appalling to contemplate the adverse effect on hundreds of people in Honesdale proper and other hundreds along the route of the railroad and the canal. / A DROP IN REAL ESTATE. / Since last Friday afternoon real estate in many portions of the county seat of Honesdale has dropped fifty per cent., and is still going downward. The bottom has fallen out of realty value and a big percentage of the population is in consternation. On the coal docks more than fifty heads of families, not to speak of the many unmarried man and boys, will lose their employment; twenty-five or thirty captains will no longer guide their boats through the still waters of the canal; the blacksmiths who shod the recalcitran [sic, ‘recalcitrant’ was surely intended] hoofs of the picturesque canal mule will find their hazardous occupation gone and the Erie engineers who held the throttle for the coal trains together with their crews will have to go the same forlorn way as the men who ran the Gravity trains to Carbondale. These are the employees directly affected and they number in Honesdale about 250 in all. The number does not include the prospective deserted villages of Waymart and Prompton nor the affected district along the whole canal. Indirectly every merchant, every manufacturer, every lawyer, every insurance or other agent in the town feels the change pinch him at some point. / MERCHANTS WHO MUST GO. / In the lower part of town are a number of stores whose trade was wholly or in large part from the dock

hands or the canal men, and who are not in a position to reach out for a different character of trade. They must dispose as best they can of the stock in hand and try their fortunes elsewhere. Some of these storekeepers have recently bought lands and have erected or are erecting handsome buildings thereon. These structures on which centered their hopes and pride are monuments of regret and disappointment; it seems imminent that in lower Honesdale there must soon be many vacant storerooms, and thus the buildings may be left to crumble into dust." (clipping from a Honesdale paper in one of the Gritman scrapbooks; clipping dated Monday, October 31, 1898)

Given the importance of Carbondale firms such as Van Bergen & Co.'s Iron Foundry to the success of the D&H Gravity Railroad, the production of that firm, and many others, was necessarily significantly impacted by the closing of the Gravity Railroad. (See the specific mention of the Van Bergen Company in the article given above titled "Abandoning the Gravity..." *Carbondale Leader*, October 29, 1898).

Given the fact that Van Bergen & Co. "are employed in the manufacture of car wheels, mine pumps, brasses, and all manner of castings for railway and mining purposes. . . [and carry out] . . . an immense amount of repair work each year upon engines, boilers and agricultural implements of every conceivable kind . . . [and]. . . make nearly all the work for the Gravity road of the D. & H. C. Co. as well as standard wheels for the locomotive lines of railways under that company's control," it is well to give here the history of that firm that was published in the *Carbondale Advance* in 1882:

History of Van Bergen & Co.:

"**Van Bergen & Co.** / The work done at the shops of this firm differs so vastly from that of most enterprises that the local chronicler is called upon to write of, that we hardly know what to say and what to leave unsaid. It is quite impossible to go into extended details, so we present the readers of to-day's *Advance* with an outline of facts, gathered from our own and others' observations. / First, as regards the character of business done. The works are employed in the manufacture of car wheels, mine pumps, brasses, and all manner of castings for railway and mining purposes. To these lines of manufacture may be added an immense amount of repair work each year upon engines, boilers and agricultural implements of every conceivable kind. The better to specify the character of work done, or, rather, its uses, we may add that Van Bergen & Co. make nearly all the work for the Gravity road of the D. & H. C. Co. as well as standard wheels for the locomotive lines of railways under that company's control, and the firm holds itself at all times in readiness to fill bills from any other railway in the country./ As may be imagined, this work doesn't represent child's play. An average force of 60 workmen is employed, and the disbursement of money for wages amounts to the handsome total of about \$24,000 per year. / The enterprise is an old established one, dating its origin to 1833—at a time when Carbondale was in its infancy. Since then the works have grown with the city's growth and strengthened with its strength, until now it is a representative interest, ranking, so far as quality of work is concerned, with the best of the kind in the country. / The commencement was made,

as stated, in 1833 by Alanson Reed, he being succeeded by Wm. Eggleston and Jeremiah Wilbur, and they by Charles T. Pierson. Mr. Pierson associated with him Joseph Benjamin, one of the leading merchants and most sagacious business men of the town, and the establishment soon became the most prominent and prosperous one in the Lackawanna and Wyoming valleys, and the firm continued as Pierson & Benjamin until the year 1850. / Upon the dissolution of that partnership, the firm became J. Benjamin & Co. Twenty-two years ago Hon. J. B. Van Bergen entered the employ of the works as Superintendent, and the active management of business has since rested with him. / Not only has the old original foundry and machine shop of the city been subject to the vicissitudes of trade, but it has felt the devastating effect of fire. The original buildings were burned and replaced, and in 1874, the better to accommodate the rapidly growing business, new premises, near the passenger depot of the D. & H. C. Co., were built. From an issue of the *Scranton Free Press*, published April 30, this year, we subjoin the following description of the works: / 'The building is situated between Dundaff street and the Lackawanna River. It is a solid brick structure, in the construction of which 700,000 bricks were used. The foundry portion of the building is 171 feet long and 60 feet in width. The machine shop is in the L extension on the east and is 98 feet long and 50 feet wide. The engine and blower are in this part of the building. The foundry has two cupolas. The shop in which the wood work is made is 72 feet in length and 36 feet wide, and the blacksmith shop is 50 feet long and 25 feet in width. / Not far from the works is the store of the firm, devoted to stoves, certain lines of hardware and tinware, chandeliers, &c. This building (and again we quote) 'is of brick with gray stone lintels and sills. Its dimensions are 100 feet long, 28 feet in width, and three stories high. In the rear end of the store are the business offices of the firm. They are well lighted and ventilated and heated by steam from the boilers in the foundry. Pleasanter offices, or more neatly arranged ones could not be found in a day's journey. / The manufacture of tin and sheet iron ware is an important specialty of the business, and careful and practical attention is paid to plumbing, steam and gas fitting. / The co-partners in the firm are J. B. Van Bergen, Thomas Dickson, Geo. L. Dickson and James P. Dickson. [emphasis added] It is quite needless to add that this constitutes a firm of exceptional strength, and it is equally needless to add that every representation on their behalf may be relied upon. / Mr. Van Bergen, who is a native of Bainbridge, Chenango Co., N. Y., has resided here and been connected with this interest for the past twenty-three years. He came here from Cincinnati to assume the Superintendency of the enterprise, and he expected to remain five years—so much for human calculation. In the meantime he has become thoroughly identified with all movements looking to the material advancement of his chosen home, and his fellow citizens have set the seal of approval upon his actions by conferring official honors upon him. He showed his interest in educational matters by serving eleven years as a member of the school board, he has officiated as City Commissioner, and for four consecutive terms was honored with the office of Mayor of the city. He is, however, essentially a business man, and he personally directs the affairs of the firm, finding a valuable and valued assistant in the person of Mr. C. O. Mellen, who for twenty-one years has been in the employ of the firm. Mr. Mellen, by-the-way, is one of the Directors of the Miners' and Mechanics' Savings Bank of which we speak elsewhere. To each of these gentlemen the *Advance* reporter is indebted for courtesies extended, and we gladly acknowledge the fact." (*Carbondale Advance*, October 21, 1882, p. 3)

Death, in 1872, of one of the founding fathers of Van Bergen & Co., Joseph Benjamin:

"Decease of our Early Citizens. / Two of the early citizens of our town [Joseph Benjamin and Amzi Wilson] have departed this life during the past week. / JOSEPH BENJAMIN, one of the first merchants of our town, and among the most successful ones, died at his residence in New York on Saturday last. / Deceased became a resident of our town in its infancy, and for many years was one of our prominent business men and leading citizens. After retiring from trade with a competent fortune, and changing his residence, first to Elizabeth, N. J., and afterwards to New York city, he continued to be a member of, and give name to, the prosperous firm conducting the large Steam Foundry in this place. He leaves a widow and two children—a daughter, wife of Samuel E. Dimmich, Esq., of Honesdale, and a son, Dr. Joseph Benjamin of New York city. One of his nephews resident here, Hon. J. B. Van Bergen, Mayor of our city, is this week in attendance at the funeral in New York. His age was 76 years. . ." (*Carbondale Advance*, June 1, 1872, p. 3)

John T. Williams was a foreman at Van Bergen & Co.:

John T. Williams named foreman in the foundry of the Van Bergen Company, Limited. About the man, we read the following in *Portrait and Biographical Record of Lackawanna County Pennsylvania*, pp. 548-49: "JOHN T. WILLIAMS, foreman in the foundry of the Van Bergen Company, Limited, and an influential citizen of Carbondale, was born in Baltimore, Md., February 12, 1854. He is the son of John Williams, a native of Scotland, who came to America in young manhood and learned the moulder's trade, which he has since followed, being at present in the employ of the Dickson Manufacturing Company of Scranton. In boyhood he [John T. Williams] worked for two years as a slate picker, his first money being earned in that humble occupation. Afterward he learned the foundry business, and was connected successively with works in Philadelphia, Scranton and Pittston, being in charge of the Exeter works at the place last named. / From Pittston Mr. Williams came to Carbondale in February, 1891, and accepted the position of foreman in the foundry of the works of the Van Bergen Company, Limited, which he has since held. He is thorough mechanic, and experienced business man, and is well qualified for his present responsible place. "

Joseph V. Van Bergen served as Mayor of Carbondale for four consecutive terms, 1869-1873. Here is the likeness of Joseph B. Van Bergen that is given on page 376 in *Portrait and Biographical Record of Lackawanna County Pennsylvania*, 1897:



JOSEPH B. VAN BERGEN.

The biographical portrait of Joseph B. Van Bergen that is given below is from pages 377-78 of *Portrait and Biographical Record of Lackawanna County Pennsylvania*, 1897:

"JOSEPH B. VAN BERGEN, the head of the Van Bergen Company, Limited, one of the leading manufacturing enterprises of Carbondale, was born in Bainbridge, Chenango County, N. Y., February 28, 1828. His father, who was born in Catskill, Greene County, N. Y., in July, 1800, engaged in the mercantile business in Bainbridge until 1832, when he came to Carbondale and began as a merchant and in the lumber business. After four years, however, he removed to Cincinnati, Ohio, where he was interested in the lumber trade until 1858. From that place he went to New York City, afterward to Newark, N. J., and until his death, in 1877, was connected with the Delaware & Hudson Canal Company as sales agent. He was a man of business ability, strict integrity and firm religious belief, and for many years was a ruling elder in the Presbyterian Church. / As the name indicates, the Van Bergen family originated in Holland. Its representatives were among the earliest settlers along the Hudson River in New York, and from that day to this they have been known as honorable, energetic people, a credit to any community in which they may reside. The grandfather of our subject, William Van Bergen, was a native of Catskill, N.Y., and kept the first hotel in the now famous Catskill Mountain region, where he remained until his death. He was a regular attendant at the Dutch Reformed Church. His two sons were Henry, our subject's father, and J. Champlin, who was associated with his father in the hotel business, and spent his entire life in the Catskill region. / The mother of our subject, whose maiden name was Emma L. Benjamin, was born in South Egremont, Berkshire County, Mass., in 1800, and died in Cincinnati, Ohio, in 1839. Her brother, Joseph Benjamin, for whom our subject was named, engaged in the foundry and mercantile business in Carbondale for many years, and after retiring from active labors went to New York City, where he died. At the time of his demise he had interests in Carbondale and Scranton. Our subject and his sister, Catherine, are the only survivors of five children by their father's first marriage. By the second marriage there were four children, of whom the sole survivor is the wife of George H. Newell, a lumber merchant in New York City. / In the schools of Cincinnati and at Marietta College, Ohio, the subject of this sketch received a good education. From 1846 until 1850 he was a clerk in Laurel, Ind., where his father had business interests, but in the latter year he returned to Cincinnati and entered the insurance business with Samuel E. Mack. In 1856 he went to Davenport, Iowa, and was engaged in business for two years, but returned to Cincinnati and accepted a position tendered him in the Ohio Valley Bank. January 1, 1860, he became a partner in the foundry and machine works with J. Benjamin & Co. in Carbondale. Out of that then small business the great establishment that bears his name has grown, and for thirty-six years he has been the leading factor in its management. / Aside from business affairs, Mr. Van Bergen is interested in matters affecting the welfare of the city, and has filled many position of trust. For eleven years he was a member of the board of education, for some time served as a member of the city council and for four years was mayor. In 1863, 1864 and 1865 he was deputy collector of United States Internal Revenue for the Twelfth Congressional District of Pennsylvania. In 1876 he was a delegate to the national

Republican convention that nominated Hayes for the presidency. He was elected treasurer of Lackawanna County in 1886, and served for one term. In the Republican party he is an active worker. He is a Knight Templar Mason, was master of the blue lodge, high priest of the chapter and commander of the Knights Templar. In the Order of Odd Fellows he is a past chief patriarch. In religious belief he is a Presbyterian. / In October, 1851, Mr. Van Bergen married Miss Mary F. Boal, daughter of a retired merchant of Cincinnati. They had five children, but three died in infancy, and two sons are now living. Robert B., who is married and has one child, is interested with his father in business. Henry graduated from Hackettstown Collegiate Institute and the Homeopathic Medical College of New York. The mother of these children died in June, 1888, and in August, 1890, Mr. Van Bergen married Mary Helen, daughter of James and Mary Dickson, and widow of the late Andrew Watt. In addition to his business, Mr. Van Bergen is interested in many of the local enterprises, being president of the Crystal Lake Water Company that furnishes the city with its fine system of water works, and was one of its organizers. He is a director of the Carbondale Gas Company, and was treasurer of the Providence & Carbondale Plank Road Company for fourteen years."

J. B. Van Bergen was one of Carbondale's leading citizens. An article titled "The Will of J. B. Van Bergen" was published in the May 16, 1899 issue, p. 2, of the *Carbondale Leader*:

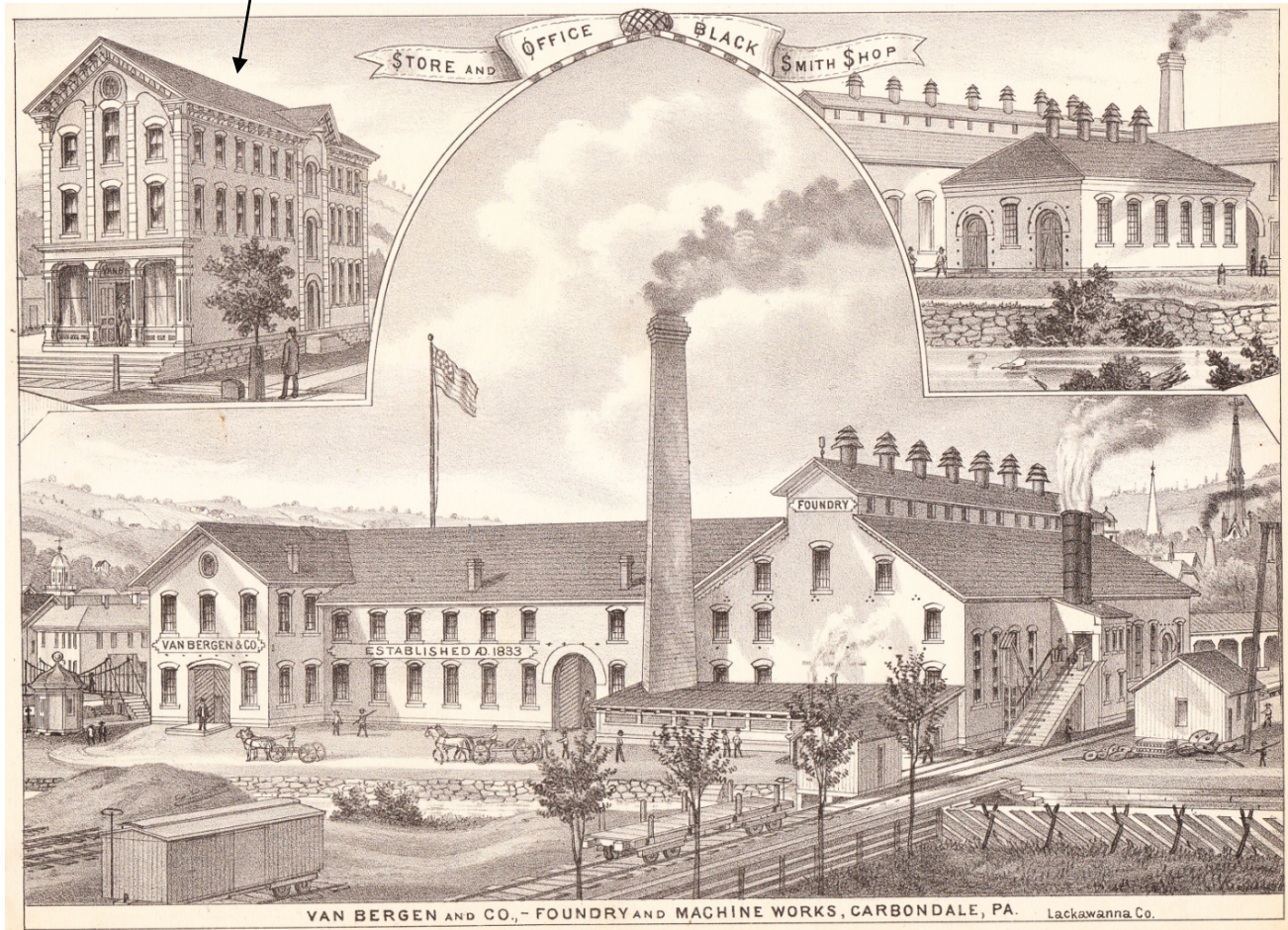
"THE WILL OF J. B. VAN BERGEN. / Text of the Document as Filed at Scranton Yesterday—He left a Considerable Estate. / The will of the late J. B. Van Bergen, of this city was admitted to probate yesterday by Register of Wills Koch. His entire estate goes to members of his family. The will in part follows: / 'I, Joseph B. Van Bergen, of the city of Carbondale, county of Lackawanna, and state of Pennsylvania, being of sound and disposing mind, memory and understanding, do make, publish and declare the following to be my last will and testament, hereby revoking all former wills by me at any time heretofore made. / 'I give and bequeath to my beloved wife, Mary H. Van Bergen, if living at time of my death, all my horses, carriages, harness and equipments belonging thereto, my library, all paintings—engravings, pictures and household goods and furniture of whatsoever kind and nature. / 'I give and bequeath to my sister, Catherine Van Bergen, if living at time of my death, the sum of \$1,000. I give and bequeath to my sister, Emma L. Newell, if living at the time of my death the sum of \$1,000. I give and bequeath to my grandson, Newell Van Bergen, if living at time of my death, the sum of \$1,000. / I hereby appoint my executors hereinafter named, their survivors or survivor, to be trustees to invest a sufficient amount of bonds, stocks or cash to insure \$1,200 annually to be paid to my wife, Mary H. Van Bergen, \$600 to be paid semi-annually and to so invest money as to insure \$800 annually to be paid to my sister, Catherine Van Bergen. ' / All the rest of his estate goes to his sons, Robert B. and Henry. . . Mrs. Van Bergen and the two sons are named as executors. The will was drawn March 6, 1899. It was witnessed by Thomas R. Durfee and William E. Watt."

More about the Van Bergen and Co. Foundry and Machine Works:

In 1880 (p. 442-43) we read the following about the Van Bergen Foundry: "The first foundry in Carbondale was established in 1833. Alanson Reed, a Methodist preacher, and Abiran Gurney were proprietors. It was on Church and Foundry streets and was principally occupied in casting wheels for the Delaware and Hudson cars. Reed & Gurney dissolved partnership February 14th, 1834, and the firm became Eggleston & Reed, William Eggleston having purchased an interest. The foundry was burned February 6th, 1835, and rebuilt in ten days. The loss was \$2,000. By the retirement of Mr. Reed the firm became Eggleston & Wilbur in June, 1836. They sold to Pierson & Co., in August, 1837, and the foundry was called 'Luzerne County Stove Foundry.' A ten-horse-power engine and three lathes were put in in September, 1843, and the establishment advertised to do general casting. By the death of Samuel T. Hopkins, one of the firm, July 2nd, 1847, the firm name was changed to Pierson & Benjamin. Mr. Pierson retired April 1st, 1850, and J. Benjamin & Co. carried on the business until April 3d, 1873, when the firm became J. B. Van Bergen & Co. The firm removed the establishment to its present location near Dundaff street, where they have erected brick buildings. They have a fine brick store connected with it."

Engraving, on the following page, of Van Bergen and Co. Foundry and Machine Works, Carbondale, PA, facing page 442, in *History of Luzerne Lackawanna and Wyoming Counties, PA. with Illustrations and Biographical Sketches of Some of Their Prominent Men and Pioneers*. 1880:

This building still stands today
and it is in excellent condition



Here are three photos by Hensel of the Van Bergen & Co. Iron Foundry:

Hensel No. 1187: *Van Bergen & Co.'s Iron Foundry*

Foundry building, 171 feet
long and 60 feet in width

Machine shop: the L extension
on the east, is 98 feet long and
50 feet wide. The engine and
blower are in this part of the
building.

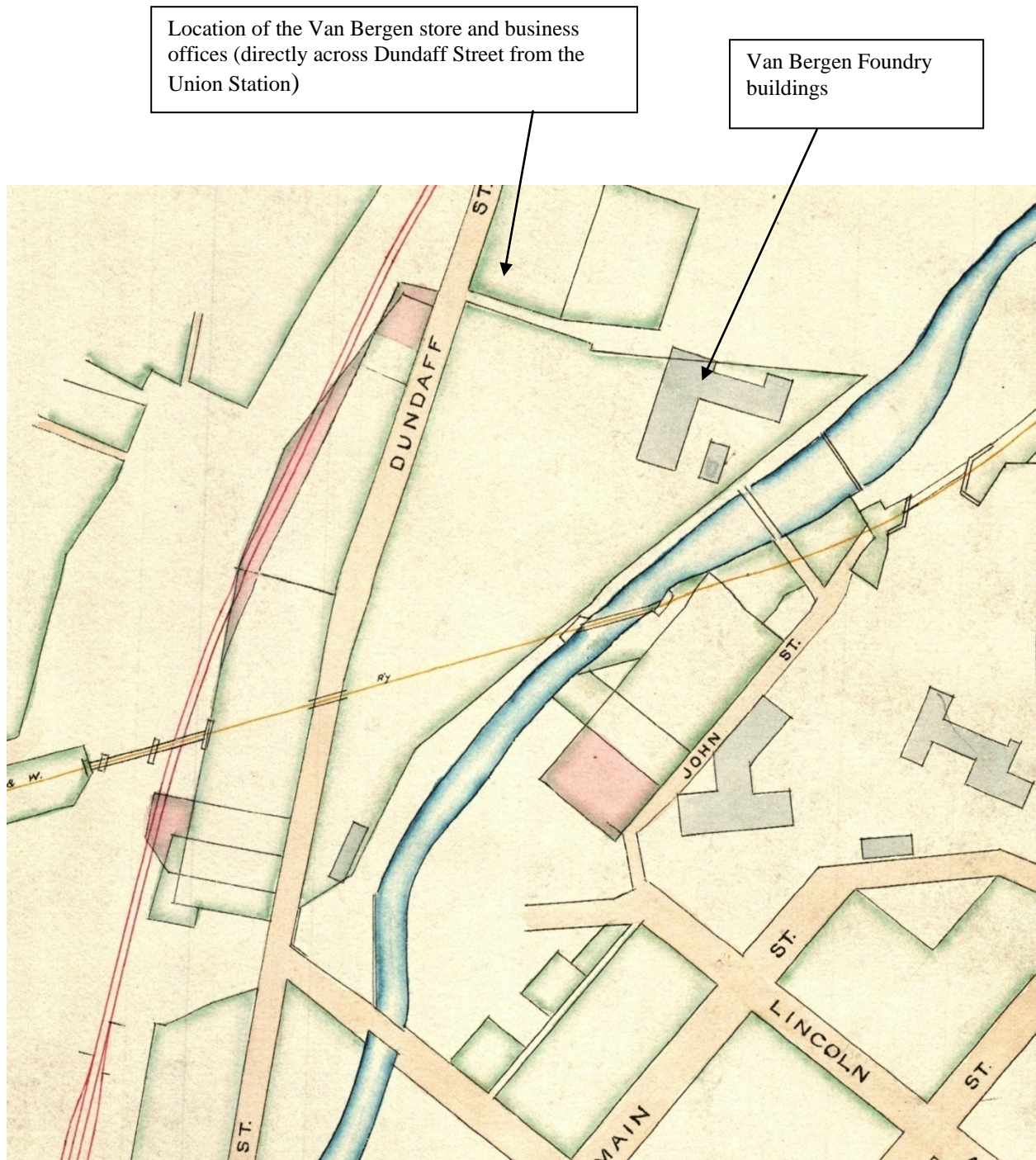


Hensel No. 1188: *Van Bergen & Co.'s Iron Foundry*

This building was 171 feet long and 60 feet in width. It had two cupolas.

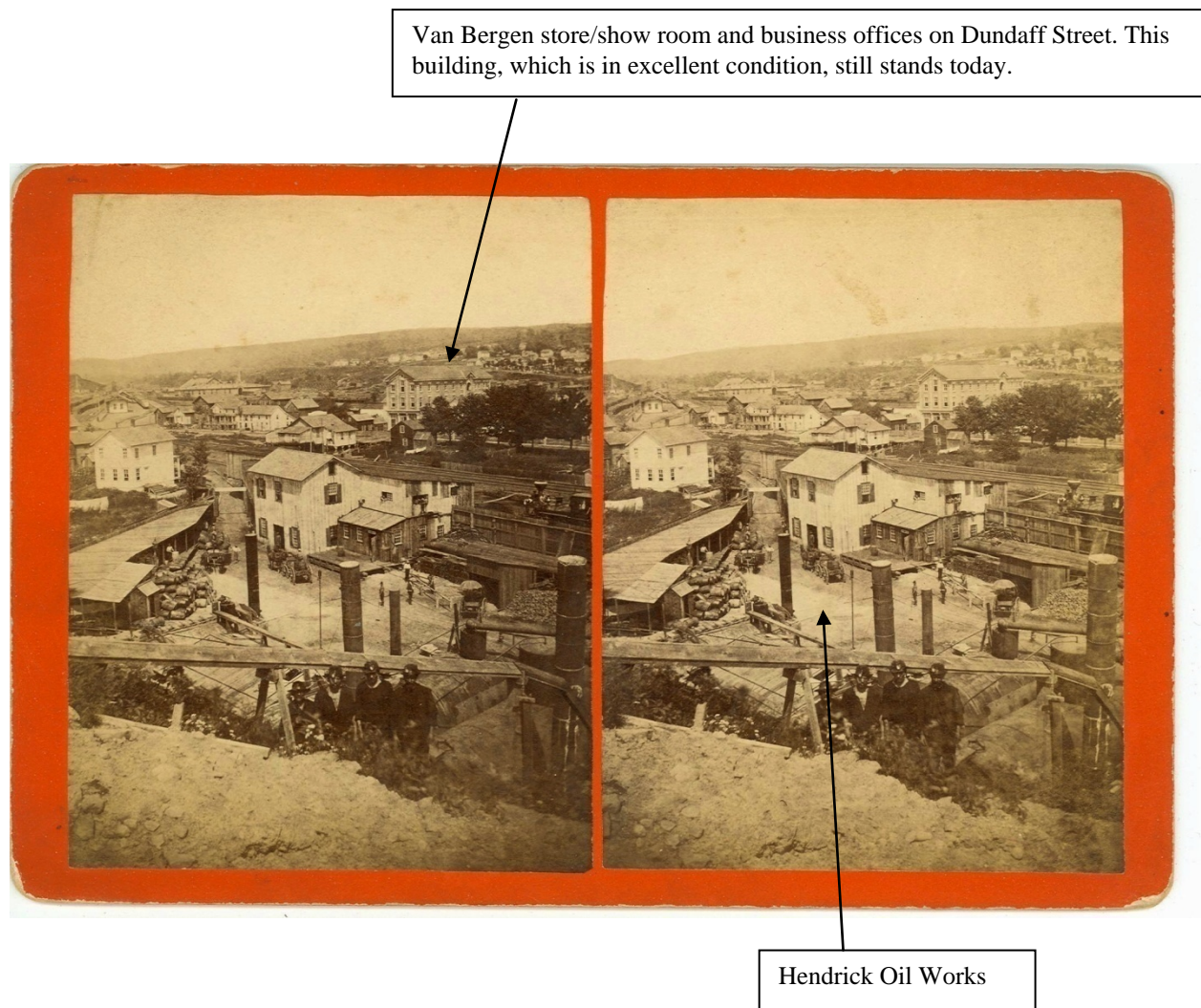


The Van Bergen buildings are shown on this detail of the Gravity Shops area from the 1901 map of the Honesdale Branch in the archives of the Carbondale Historical Society:



The Van Bergen office and show room are shown in the Hensel that is given below (No. 1143). The building is the large rectangular building in the right background of the photograph. The building still stands on Dundaff Street in Carbondale.

Hensel No. 1143: "View of Van Bergen & Co.'s Foundry and Hendricks' Oil Works, from Head of No. 28 Plane"



Stoves, certain lines of hardware and tinware, chandeliers, &c. were sold in this building, which is of brick, with gray stone lintels and sills. Its dimensions are 100 feet long, 28 feet in width, and three stories high. The business offices of the firm, which were heated by steam from boilers at the foundry, were at the rear of the building.

Hendrick Oil Works

In the Hensel stereoview No. 1143 shown above, we see not only Van Bergen & Co.'s Foundry but also the Hendrick Oil Works from the head of Plane No. 28.

Given below, in another Hensel stereoview, we see, at ground level, the Hendrick Oil Works, which were located below the head of Plane No. 28. At these oil works, by the mid-1870s, 800 barrels of crude were produced daily.



Eli Hendrick's astonishing entrepreneurial vitality, dating from his early youth, his great skill in interacting with others, and his subsequent involvement in and huge success in the oil business is described as follows in the portrait of the man that is given in *Portrait and Biographical Record of Lackawanna County Pennsylvania*, pp. 942-947, as follows:

"With little fondness for school, the subject of this sketch [born in Plymouth, Wayne County, MI, in 1832] avoided the school house whenever it was possible. At the age of eleven years he hired out to a farmer who had contracts to carry the mail on horseback. He was to carry the mail each alternate half day and go to school the other half days, for \$3 per month, but boy-like, he preferred working on the farm the odd half days to going to school and the old farmer being

willing he was thus occupied for three years, rain or shine, snow or hail. / On his first trip he was told by his employer not to ride too fast, and carrying out this instruction to the letter, he did not reach Ann Arbor until seven o'clock, although due two hours before. The postmaster was angry and said he was too young to carry mail, that he would report him, etc., but on receiving a promise that the messenger would never be late again, he agreed to keep still. After that the boy was always on time. He soon became a favorite with the people along the route, who found him obliging and trusty, and willing to do errands for them without charge. Many a shilling came to him from them, and the other boys receiving the same wages wondered why he always had more money than they. The reason lay in the fact that they charged for errands, which made the farmers indignant, while he was willing to do little favors for nothing, and in the end received more than the boys who charged. / At the age of fourteen Mr. Hendrick secured a clerkship in a store in Plymouth. . . About this time he was seized with a desire for learning and attended a district school one winter and the seminary another winter. . . After having spent a year or more there, he attracted the attention of a merchant in Upper Plymouth village, who offered him the position of clerk in place of our subject's former school teacher. He accepted this place with a salary of \$10 per month. . . / When seventeen years of age, having a great taste for mechanical work, Mr. Hendrick entered his brother's shop to learn the turner's trade. Later the two started a shop for the manufacture of wooden hay rakes and other farm implements. The shop was burned down in 1853, but they rebuilt it and employed a large force of men for some time. The panic of 1857 destroyed the business and it was sold to his former employer, Mr. May. Soon afterward he went to Davenport, Iowa, to take charge of a barrel factory, but the farther west he went, the harder he found the times to be. Deciding that the place to do business was where the money was most plentiful, he returned east, having procured the agency for the sale of a new invention, a governor for steam engines. He succeeded in that very well. / While engaged in this business Mr. Hendrick met a man who had originated a new kind of oil, manufactured out of one-half water and the other half oil. Being assured of its merit, he bought the receipt for \$10, and spent the winter of 1860-61 in Michigan experimenting on oil. He discovered the receipt was practically useless, but finding a formula that seemed to have merit, he went to Toronto, Canada, and experimented with it on the machinery of a large rolling mill. It worked to the satisfaction of the owners of the mill, who paid him \$50 for the receipt and the right to make it. On his return to Scranton he introduced it in this locality. Going to John B. Smith, superintendent of the Pennsylvania Coal Company's Gravity road, he secured permission to give it a test on the cars on that road, assuring him that it would lessen his oil bills by half. After a thorough test extending over several months, they made an arrangement with him for the use of it on the road and paid him on the start \$500. / Mr. Hendrick was led to make further experiments in the oil business and they proved very satisfactory. Through his efforts with others, the Great Northern Oil Company was organized, he getting \$33,000 in cash and \$200,000 of the stock of the company, and he went into the Venango fields to manufacture the oil. It was agreed by the stockholders that none of the private stock should be put on the market until the \$200,000 capital stock for the running of the works was sold. A bull pool was formed in New York in 1864 and the stock was the sensation of the hour. He was offered \$120,000 for his stock, but refused to sell it, as the agreement was that it should not be sold until the capital stock was all disposed of. By this time he had used \$20,000 of his own money in the company's business, and he called for that

sum, but found that there was no money in the treasury. Satisfied that there was something wrong, he went to New York and found that while the stock was booming, none of the capital stock had been sold, but that the promoters had broken faith and had been selling their private stock. When he found this was being done he was enraged and threw his stock on the market, causing a collapse of the boom. / Returning to Carbondale, Mr. Hendrick traded \$100,000 of the stock to C. P. Wurts for his private residence ["a stately house located in the heart of the city and surrounded by ten acres of grounds comprising what is known [in 1897] as Hendrick's Park"]. For this same stock he had refused \$60,000 in cash a short time before. He soon originated another patent which he named Galena oil and sold the patent and factory to Venango County parties. In 1876 he originated still another improved oil and went to Franklin and erected a factory for its manufacture. A few years later he sold that out to the Standard Oil Company. Returning to Carbondale he erected an oil refinery of eight hundred barrels crude per day. In 1879 he again sold out to the Standard Oil Company for about \$100,000, and \$10,000 per year for ten years. They made an additional contract with him whereby they paid him \$5,000 per year to go to New York and superintend the erection of oil refineries in that city. For several years he continued in that capacity. In 1879 he started a small machine shop in Carbondale, and from this nucleus has sprung the Hendrick Manufacturing Company. / In the rear of his residence Mr. Hendrick [who was elected mayor of Carbondale in 1893] has a small shop, where he has done all of his experimenting and worked out all of his valuable patents, spending years to secure the proper working of a machine and never abandoning his efforts until he has perfected a plan. The building up of the Hendrick Manufacturing Company has been, outside of the Delaware & Hudson road and the coal mines, the principal factor in making Carbondale the beautiful and thriving city it now is."

Here is the announcement of the abandonment of the Gravity Railroad that was published in *The Republican* of Scranton:

“GRAVITY ROAD TO GO / Notice Given by the Delaware and Hudson Company. / **TO BE DISCONTINUED ON JAN. 1** / Coal to be Carried Over the Erie and Wyoming Valley Railroad After That Date—Interview with Second Vice President Young Last Night. Some Wayne County Towns will Probably Disappear. / Soon the old gravity road from Carbondale to Honesdale will be a thing of the past, the Delaware and Hudson Canal company having decided to seek a cheaper route to carry the coal to tidewater market, and with this object in view an announcement was made yesterday that after January 1, 1899, the road would be discontinued and the tracks torn up. Thousands who have enjoyed the beautiful ride with its delightful panorama of nature’s handiwork will regret this departure in the company’s policy, and especially as the abandonment of the old road and the canal will throw fully 1,000 men out of employment and jeopardize the future of the thriving town of Honesdale, as well as other places along the line of the gravity road. / The proposal on the part of the company to abandon the road, has been known for some time and referred to in the local papers, but the decision was not formally announced until yesterday when a number of the company’s officials made an inspection and notified interested parties of the decision. / Mr. J. W. Burdick, general passenger agent of the company, was in the city [Scranton] on Wednesday and on Thursday was joined by Mr. Horace Young of Albany, general manager. With Mr. C. R. Manville, superintendent of the Pennsylvania division, they left yesterday morning and visited Carbondale and Honesdale. / **WANT A CHEAPER ROUTE.** / Speaking to a Republican reporter last night, General Manager Young stated that the D. & H. Co. had decided upon the change for the reason that the cost of carrying the coal along the gravity road was too expensive and that the company had made an arrangement with the Erie railroad, which comprises the Erie and Wyoming Valley railroad for the carrying of coal to tide water market. The Delaware & Hudson company will have the privilege of connecting at three points, viz.: Jessup, Yatesville and Minooka, so that the coal from breakers up the valley will be received on the Jessup branch and that from down the valley at Minooka and Yatesville. This is the future programme of the company. / Mr. Young pointed out that economy would be assured inasmuch as a through rate could be given. This will also avoid breaking the coal in bulk as caused by its transfer to boats at Honesdale, a serious item in the cost of transportation. / The gravity road was originally intended as a means of connection between the anthracite coal field and tidewater. Coal was taken to Honesdale where it was transferred to the boats on the D. & H. canal, then shipped to Rondout on the Hudson a distance of 108 miles, and afterwards to New York. For some years, however, the business on the canal has been declining until the number of boats was reduced from 1,400 to 250. It is believed that the cost per ton for carrying coal will be much reduced by the new arrangement, notwithstanding the fact that the coal will be carried over another system. / **CAUSED GREAT EXCITEMENT.** /

As the canal will be abandoned as well as the gravity road it is feared that the change will be a disastrous one for those towns which are practically dependent upon the gravity road for their existence. Honesdale will be the chief one to suffer in this respect. After General Manager Young's visit yesterday the following notice was posted in the town: / 'Office of the second vice-president of the D. & H. Canal company, Albany, N. Y. Beginning January 1, 1899, no passenger, freight or coal trains will be run over the Delaware and Hudson Canal company's gravity road until further notice. H. G. Young, second vice-president.' / The minimum loss to Honesdale will be \$10,000 per month as a large percentage of the taxpayers are employed on the gravity road. Some of the principal residents are hopeful that the Erie company will purchase the line to connect the Honesdale and Jefferson branches at Carbondale. There does not appear to be any foundation for this hope, however. / The town of Waymart will probably disappear from the map inasmuch as its population is almost entirely dependent upon the gravity road. The same remark applies to Prompton which is made up mainly of railroad employes. / NO MORE EXCURSIONS. / Farview will also become a thing of the past. Mr. Young was asked last night whether it was probable that the company would maintain the road as far as Farview for the summer excursion traffic and replied that although that feature had not been specially considered he thought it extremely doubtful that the D. & H. company would maintain any portion of the road, so that Farview would not be taken into consideration. / Asked as to the number of men affected by the change and who would be thrown out of employment, Mr. Young stated that including the abandonment of the canal the number would be 1,000 at least. Quite a considerable proportion of the men reside at Carbondale and that city will undoubtedly suffer its share by the change. Mr. Young stated that the locomotive shops in Carbondale will not be interfered with, but it is expected that the gravity repair shops will be closed. /FOR SCRANTON'S BENEFIT. /Among railroad men who discussed the matter last night it was believed that the loss felt by other places will result in a corresponding gain for this city and vicinity inasmuch as the number of employes on the E & W Valley railroad will be substantially increased to cope with the new volume of traffic and that the greater number will make their homes in this vicinity. / It is interesting to note that the change has not been directed upon the company until every effort was made to retain the old gravity road and to work it without loss. The boatmen on the canal have suffered for years owing to the declining trade caused by the coal being carried to tide-water by new companies. Efforts were made to improve the condition of the men and a few months ago an arrangement was made as the last resort. Under previous conditions each man owned his own boat and stopped at the terminal of the canal until his boat was loaded or unloaded, receiving a prescribed rate per ton for coal carried. The men during recent years could not make a living in this way, and the management to improve the conditions bought up every boat on the canal and so arranged matters that there would be no delay at either end of the route. As soon as a captain reached Rondout with a loaded boat he stepped on an empty boat and returned to Honesdale, and when he reached Honesdale with an empty boat he took a loaded one to the Hudson. It was hoped in this way that the men might do well, but a single season of this regime has been

sufficient to establish the impracticability of it. / The canal having passed its best days the usefulness of the gravity road decreased steadily until its maintenance became a serious matter owing to the number of planes that had to be climbed. / INTERESTING OLD HISTORY. / The history of the gravity road is closely connected with the history of Lackawanna county. Its construction was regarded as a gigantic scheme. Work was commenced in July, 1825, and completed in October, 1828, the first load of coal passing over the mountains on Oct. 9, 1829. Up to 1870 it was estimated that the canal had cost \$6,309,954.27 and the gravity road upward of \$3,000,000. / The most interesting feature in the history of the road is the fact that the first locomotive used in America the 'Stourbridge Lion' ran on this road. It was built in Stourbridge, England, in 1828; the face of a lion adorned the front of it. Where the Methodist Episcopal church now stands on Second street, Honesdale, the 'Lion' was put on the rails and was run by Engineer Horatio Allen.* In 1892 the locomotive after remaining for years in the Carbondale yards was taken to the Chicago exposition and is now in the Smithsonian institution Washington. / Although brought from England the 'Stourbridge Lion' did but little service on the road being abandoned and stationery engines only used in bringing the coal to the canal. / THE NEW RAILROAD. / In connection with the discussion of the matter a rumor was current last night that the promoters of the new railroad from Scranton to New York had made arrangements with the Erie railroad company for the transportation of coal on the Erie & Wyoming railroad from Scranton to Wimmers at which point the line of the new road will commence." (Gritman scrapbook, clipping from paper published the day following the day on which the announcement was made "that after January 1, 1899 the road would be discontinued and the tracks torn up.")

***Obituary of Horatio Allen:**

"**HORATIO ALLEN.** / Horatio Allen, who took a most prominent part in the development of steam as a motive power in the early years of this century, and who ran the first locomotive ever propelled over a track in this country, died yesterday morning at his residence, 'Homewood,' near South Orange, N.J. He was eighty-eight years old. He was born in Schenectady. His father was Dr. Allen, the head of a large school at Hyde Park, on the Hudson. / Mr. Allen was graduated from Columbia College about 1820, taking high honors in mathematics. He at once turned his attention to civil engineering, and a few years later entered the service of the Delaware and Hudson Canal Company, the great engineering enterprise of the time. [emphasis added]. In January, 1828, he went to England and purchased three locomotives for that corporation. [emphasis added, for reasons which will be made clear in the volume in this series on the Stourbridge Lion]. Two of them were built by George Stephenson at Newcastle and one by Foster, Rastrick & Co. at Stourbridge. They arrived in New-York in the Winter of 1828-9 and were at once set up, but, the river and canal being closed by ice, it was not until the opening of navigation in the Spring of 1829 that access was had to the railroad which had been laid for the experimental trip at Honesdale, Penn. / The line ran from the town to a point about three miles away, terminating in the woods. The road was formed by rails of hemlock timber in sections, 6 by 12 inches, supported by caps of timber 10 feet from centre to centre. On the surface of the rail of wood was spiked the railroad iron—a bar of roll iron 2 ¼ inches wide and half an inch thick. Fears were expressed by the crowd that had gathered to see the trial that the road would either break down under the weight of the locomotive or that, when the one curve was reached, the

locomotive would not keep the track. The engine was called the 'Stourbridge Lion.' . . . / In September, 1829, Mr. Allen went to Charleston, S. C., as the chief engineer of the South Carolina Railroad, and it was on his recommendation that locomotives were there substituted for horse power. Mr. Allen stating in his report to the Directors on the subject that there was 'no reason to expect any material improvement in the breed of horses, while, in my judgment, the man is not living who knows what the breed of locomotives will place at command.' / Mr. Allen remained in Charleston for some years. He married, in 1834, the daughter of the Rev. James Dewar Simons. Returning to New-York he became the President of the Novelty Iron Works, which built many of the steamers of the Collins and Pacific Mail Lines. He also took part in the erection of High Bridge and the reservoir at Forty-second street, and his name is inscribed on both structures. The 'Allen paper wheel,' which is used a great deal in this country, especially under sleeping cars, was his invention. / Mr. Allen retained a lively interest in railroad and other engineering matters up to the time of his death. He leaves a widow, one son, and three daughters." (*The New York Times*, January 2, 1890)

The impact of abandonment in Archbald and down the line, as noted in the *Archbald Citizen*:

"The process of substituting the steam road for the gravity has been quietly going on for several months but it is receiving prominence now because of the recent changes made in the manner of loading coal at the Delaware and Hudson breakers here [Archbald] and in Jermyn. When the new Klondike breaker at Olyphant was built there was no provision made for the loading of gravity cars, and since the breaker began operations the coal prepared in it has been sent to market in gondolas. At other breakers where improvements have been made in every case the wide has been substituted for the narrow gauge. / On Monday the work of changing the track at No. 2 breaker in Jermyn was begun. On Tuesday Mr. Rose, superintendent of the Delaware and Hudson Mine Department, and Mr. Carter were here with a corps of engineers and a grade for the new track was established. One of the results of the visit was an order to Outside Foreman Battenberg to get sand and stone for a new abutment to that portion of White Oak Breaker that extends over the gravity track. It is proposed to lower the grade of the present gravity track about three feet. It is now much higher than the grade of the steam road. While the track is being widened a third rail will be laid so that the work may be done without making it necessary to stop the breaker. The change will be made at once. / The abandonment of this section of the railroad will very probably result in the idleness of about three hundred men and boys. In this town [Archbald] alone about fifty will be affected. Those fifty include engineers, firemen, watchmen, headmen, footmen, brakemen, probably two section bosses, and their men. Peckville will also suffer much in this respect, because next to Archbald, there are more men employed on the gravity whose homes are there than there are from any other town in the valley. [I think that Carbondale is probably the top city for Gravity employees.] The class of workmen affected is the same as that thrown out of work here. Besides a lot of valuable property of the company such as head houses and machinery will be rendered useless. / For the past few years the company has been substituting the gondola for the gravity wherever it can. The gondola having a larger capacity, and being moved by steam enables the company to get coal to market more quickly and less expensively than by the antiquated gravity system. " (*Archbald Citizen*, October 29, 1898)

Additional changes that abandonment will bring, in Carbondale and along the line:

"CONCERNING THE GRAVITY. / Further Changes That Its Abandonment Will Work in This City—What Will We Do About It? / Nothing so directly affecting the various interests of Carbondale and vicinity has ever occurred as the notice posted on Friday last concerning the abandonment of the Gravity road. People presumed that passenger traffic at least would be continued to Waymart because of the large travel to Farview, but superintendent C. R. Manville said Saturday that it was not the company's present intention to do any business whatever along the line. / It is evident that the company has arrived at its important decision only after mature thought and that the decision is irrevocable. It will be felt most severely of all by the little towns between Carbondale and Honesdale. Waymart, Keene's Pond, Prompton and Seelyville are each picturesque little places whose sustenance is wholly or in large part derived from the gravity, and the inhabitants must before long for the most part leave their hearthstones and seek a livelihood in strange sections. / The first town of importance after leaving this city is Waymart, which has several hotels, an academy, a couple of churches, a depot and is a shipping point for the agricultural products of a wide area of land. Many farmers of Canaan township carried their goods to that point and sent them to this city and Scranton. / In Seelyville is a population of several hundred souls and the large Birdsall woolen mills are located there. Ex-judge Birdsall and William Birdsall are proprietors and the plant does an extensive business. It turns out frequently a large supply of blankets for Indians on the order of the United States government. At Seelyville also is a glove factory. These industries will be inconvenienced by the abandonment of the Gravity but Seelyville is a suburb of Honesdale and the change will not be fatal as the New York, Lake Erie and Western and Erie and Wyoming are still left to depend on. / **EFFECT IN HONESDALE. /** In Honesdale proper the effect of the change will be felt in manifold directions. The Delaware and Hudson and the Erie docks run about two miles long. They were at one time the largest coal docks in the world. The number of men now employed thereon is not a tithe to what it was in earlier times. Reduced traffic and labor saving machinery have severely diminished this force of laborers who about fifteen years ago often worked twenty hours per day to satisfy the voracious demand of the metropolis for fuel. / Nevertheless hundreds of men, officials, foremen, carpenters, machinists, car builders and common laborers are thrown out of work, and the great majority of them know not where to turn for work. Of course all the plane hands and engineers from Olyphant to Honesdale are in the same predicament. Five trains ran into Honesdale daily by the Gravity, and five ran out towards Carbondale. The crews of all these trains have long been in the service of the company, and will probably be cared for, but not in positions equal to the present. / Looking in the other direction from Honesdale to Rondout there are scores and scores of canal stores along the towpath. Some of them are half a century old, but nearly all must now put up the shutters and their owners locate elsewhere. There are several canal stores in Honesdale; stores which had scarcely any trade except that of the

boatmen, and these are ruined. On top of this comes the announcement that the National elevator works, employing about seventy men, will be moved to Scranton shortly. NOTHING IN IT. / With the coal trade gone the Erie's compensation for touching the town is seriously reduced, and were it not for the fact that it still has to go [to] Hawley for Erie and Wyoming coal there can be little doubt that it would leave Honesdale to its fate. However, it is but ten miles from Hawley to Honesdale, and the additional expense of running that distance is not great. A rumor was current on Saturday that Honesdale was to be left by them in the woods. This is, however, probably without any foundation and as the Maple city is a county seat it will still hold a place on the map. / The canal is 108 miles long and has 106 locks. This with the gravity road represents a property of fully \$10,000,000. This seems a great amount to throw away, but it is just what the company will do. It can not be disposed of and as it does not pay there is no other recourse open. The thousands of narrow guage [sic] coal cars will be broken up and burned while their wheels and other iron parts will be sold as scrap iron. At least this was what was done in the case of the Pennsylvania Coal Company's gravity road and it is fair to be presumed the same will be done in this instance. / IN THIS CITY. / The disappearance of the road will also make many changes in the appearance of this city. A great change will be made by the demolition of the trestle on Dundaff street. This will be hailed with some delight; by the residents of John Street, however, as they have always felt themselves handicapped by the proximity of the line. With the passing of the trestle a new local coal office will be necessary. Whether this will increase the price of coal here time alone can tell, but there are many central city points from which it can be delivered without extra trouble. (clipping in Gritman scrapbook from *Carbondale Leader*, Monday, October 31, 1898, p. 5)

November 1898

". . . almost earthquake shocks to this city.[Carbondale] . . .":

"EIGHTY MEN 'LAID OFF.' / The almost earthquake shocks to this city, incident to the closing of the gravity railroad, follow one another in rapid succession. It was only Friday last that the first thunder clap came. Nobody had recovered from this but all had settled themselves to a brief period of waiting for the announced dissolution when, Monday came another and sharper intimation of a general overthrow. / As a result of the coming abandonment of the road on the first of January, the Delaware and Hudson company reduced the force of employees of the gravity shops more than one-half Monday afternoon. Orders were issued from the general office of the company for the suspending of many men from each department. The number includes nine from the blacksmith shops, 11 from the machine shop, 50 from the car shops and 10 from the bridge and construction department. The repair department of the car shop is almost abandoned. / The majority of the men employed in these shops have been in the service of the company for years and some have become almost unfit for other work. The younger ones will of course seek employment elsewhere, but upon the older ones the blow is a hard one. The men have not been actually discharged. The bosses were simply notified to 'lay them off.' But all realized that the end has come and that the notice to return to work may be placed in the same category with the letter that never came." (clipping in Gritman scrapbook from *Carbondale Leader*, November 1, 1898, p. 5)

The Gravity Road is put up for sale:

"ITS LOSS WILL NOT BE FELT. / The Abandonment on the Gravity is Now a Subject of Little Concern to the Community. / That the community has entirely recovered from any sense of loss which might have been felt over the announcement of the abandonment of the Gravity railroad is apparent to all. It is now seen and acknowledged generally that the doing away with the road will have no bad effect on the town and there is a growing expression that it may even help the city. / While the sudden announcement of one week ago caused some dismay there was really no necessity for it and that this is now thoroughly realized is seen in the quick and entire recovery of the people from their temporary depression. The amount of money that the road brought into the town was light compared to that coming from other sources and the property holdings are too large in Carbondale to allow serious effects to the city from any such cause. Should such be threatened the residents would combine at once to protect themselves. But such is not the case. / **EVERYTHING BRIGHT. /** The latest movements of the Delaware & Hudson company are in direct opposition to those of a few days ago and have gladdened the hearts of those directly interested. A number of men who were laid off from the 'cripple' and bridge building shops, were today ordered back to duty. Sixty additional men were taken on to the construction and track repair gangs. Other positions have been found for those placed out of employment last week and the affairs of all seem to be moving along serenely again. / The

Hazard wire work in Wilkes Barre will be considerably affected after January 1 by the shut down as they furnished a large quantity of the ropes for the gravity planes. / The glove factory of Robinson & Son at Seelyville and also the Honesdale wollen mills may be deprived of their power through the lowering of Keene's pond which was a feeder for the gravity. Homer Green, of Honesdale, paid a visit yesterday to the company offices at Dunmore and received positive assurance, though no information in detail, that Erie & Wyoming trains will be run to the Maple City, and that the company will supply the town with coal." (*Carbondale Leader*, November 4, 1898, p. 5)

Last Coal Boat from Honesdale:

The last D&H canal boat No. 1107, Capt. Frank Hornbecker), left Honesdale on Saturday, November 5, 1898. Local traffic continued to move on the lower end of the canal from Ellenville to tidewater, 1900-1901. The segment of the canal from High Falls to Rondout was used to transport Rosendale cement until 1905, when a washout severely damaged this remnant of the canal. The D&H Canal opened on October 16, 1828 (the Erie Canal opened on October 26, 1825). The Canal was sold in June 1899 to Samuel P. Coykendall (1837-1913), president of the Cornell Steamboat Co., for \$10,000; Coykendall also bought the Company's tracts of land on the Rondout for \$150,000.

Money and Wills: Thomas Cornell, Samuel Coykendall and Robert Carpenter (sons-in-law of Thomas Cornell), and Edwin Young (nephew of Thomas Cornell):

"EDWIN YOUNG BURIED. / History of His Stewardship of the Millions of the Late Thomas Cornell. / Kingston, N.Y., April 24.—The remains of Edwin Young, who died in Albany last Friday from concussion of the brain, were interred at Honesdale, Penn., to-day. They were taken from Albany by a special train over the Delaware and Hudson, which left Albany at 6 o'clock this morning. / Mr. Young was thrown from a horse in Washington Park, Albany, last Wednesday morning. / While Mr. Young held many positions of importance, being attorney for the Delaware and Hudson Canal Company, President of the Ulster and Delaware Railroad, and of the First National Bank of this city, he was best known here in his capacity as executor of the will of his uncle, the late Thomas Cornell. / In this position Mr. Young trod a pathway not strewn with roses. He came into possession of the estate, which amounted to about \$2,000,000, at a time when it was embarrassed in many ways. S. D. Coykendall of this city, and Robert Carpenter of New-York, Mr. Cornell's sons-in-law, who by the provisions of the will were absolutely cut off, were very hostile to Mr. Young, and he met with difficulties in carrying on the business of the estate. / Mr. Cornell left his entire property in trust to his daughters at the death of their husbands, or, in case of the death of a daughter, to her children. Soon after Mr. Cornell's death the hostility of S. D. Coykendall compelled Mr. Young to move his offices from the steamboat company's building to a new building, which was erected in this city for the purpose. The objections filed against Mr. Young's first intermediate accounting, and the long and tedious succession of hearings which followed before the Surrogate, were but part of the troubles the executor had. / In these proceedings Mr. Young had to contend against the ingenuity of three New York attorneys, who appeared for Mrs. Carpenter, and of Judge A. T. Clearwater of this city, who appeared for S. D. Coykendall's children. For a time after this it seemed as though Mr.

Young was to be allowed to manage the estate in peace, but last Summer hostilities began anew. The agreement which Mr. Young made with Mr. Coykendall, whereby the Cornell Steamboat Company was to pass into Mr. Coykendall's hands, was balked by Thomas Cornell's widow, who, through New-York attorneys, obtained an injunction restraining the two men from making the transfer. / Mrs. Cornell gave as her reason that since her husband's death she had received no income from the company, it being appropriated by Mr. Coykendall. Her attorneys offered to withdraw all objections to the transaction if Mr. Coykendall would agree to pay her \$50,000. This he refused to do. Upon Mr. Coykendall's being ordered to show the books of the company, he was obliged to pay the \$50,000 and \$5,000 additional for counsel fees. / The will of Thomas Cornell provided that in case of Edwin Young's death his brother, Horace G. Young* was to succeed him as executor of the estate. Robert L. Pruyn of Albany, Vice President of the Ulster and Delaware Railroad, has been appointed acting President until a successor can be elected." (*The New-York Times*, April 25, 1893)

* Horace G. Young was 2nd VP of the Delaware and Hudson Canal Company in 1898 when the closing of the Gravity Railroad and Canal was announced. In 1899 he was named Vice President.

Some Interesting Facts about the D&H Canal:

For the year 1864 the D&H collected \$1,213,570.46 in tolls on the canal, the highest amount for any year of the canal's existence. As early as the late 1860s, however, the D& H began to think about closing the canal. This was because the D&H had entered into so many contracts and leases with railroad companies to transport its coal, mainly northward to New York state and New England. In 1872 the D&H discontinued publishing statistics on canal traffic.

Anthracite coal was the primary commodity that was transported through the D&H Canal: from about 1860 to 1872, more than a million tons a year. In 1872, the last year that separate statistics on the canal were kept, 1,090,000 tons were transported from Honesdale to Rondout.

A wide range of other products were also shipped, including significant quantities of bluestone from along the Delaware and Lackawaxen Rivers, and Shawangunk "granite" (conglomerate/mill stones); also a very substantial quantity of Rosendale hydraulic cement from plants at High Falls and Rondout. Also vast quantities of lumber and wood products, and cut glass from the Dorflinger works at White Mills on the Lackawaxen River. (cut glass from west to east on the canal; raw materials for glass making from east to west: quartz sand from France, potash from Germany, lead from England). See the likeness of Chretien Dorflinger on the following page.

More on the hydraulic cement that was hauled through the D&H Canal:

“While the purpose of the canal was to haul coal, its construction created a second commodity product of cement. Important in the construction of locks is the use of cement that will harden under water. Prior to the construction of the Erie Canal, the only source of this material for North America was from England, which made it very expensive. However, while the Erie was being built, Canvass White, one of its engineers, discovered that deposits at Canastota, NY, along its

route, could be made into underwater cement. Subsequently, similar deposits were discovered at Rosendale, on the D&H Canal, and near the Lehigh Navigation and Chesapeake and Ohio canal. These discoveries resulted in a new industry that was essential in the building of these canals and later civil engineering projects.” *A Guide to the Delaware & Hudson Canal*, by David G. Barber, 2003, p. 13:

Here is the photograph of the legendary glass maker Chretien Dorflinger of White Mills that is given in *Wayne/Pike/Monroe*, facing page 823.



Ship by the D&H: cut glass, bluestone, hydraulic cement, Shawangunk "granite", coal, lumber—yes, but not partridges (unless you follow the rules):

"VIOLATION OF STATE GAME LAW / The Delaware and Hudson Company Accused of Carrying Partridges—Conflicting Statements. / West Chazy, N. Y., Nov. 16.—The agents of the State Fisheries, Game and Forest Commission claim that they have got a good case against the Delaware and Hudson Canal Company under Section 76 of the game laws, which reads: / 'Woodcock, ruffed grouse, commonly known as partridge, or any member of the grouse family, or quail, killed in this State, shall not be transported to any point within or without this State, from or through any of the counties thereof, or possessed for that purpose, except that such birds may be transported from the county where killed when accompanied by the owner thereof. Possession of the birds named by a common carrier, or by a person in its employ, then actually engaged in the business of such common carrier, unaccompanied by the owner, shall constitute a violation of this section by such common carrier. Whoever shall violate or attempt to violate the provision off this section shall be deemed guilty of a misdemeanor, and, in addition, thereto, shall be liable to a penalty of \$25 for each bird killed, trapped, snared, or possessed contrary to the provision of this section.' / The case is this: Nov. 12, Deputy Game Inspector B. S. Morrill saw on the platform of the Delaware and Hudson Railroad station at this place fifteen partridges. He saw the station agent, F. G. Sheldon, put the birds in the baggage car of the train. The baggage car was in charge of Baggage Master A. C. Weeks. Mr. Morrill got on the train and went with it to Albany, its destination. Mr. Morrill spoke to Conductor Thayer, the baggage man,

and the trainman about the birds. All denied the ownership of them. Station Agent Sheldon was subpoenaed before Justice Platt Harris, at this place, Thursday. Mr. Sheldon swore that he purchased the birds for 25 cents each, and sold them to Conductor Thayer for 75 cents a pair. Conductor Thayer went before Justice Harris and declared that he knew nothing about the birds; that he never purchased them, and that, to the best of his knowledge, the owner was Mr. Sheldon. Baggage Master Weeks testified that the birds were thrown into his car, and were carried to Albany, and that they were still in the car when he left it. He never touched them. These statements, the game protectors believe, make the corporation liable under the law." (*The New-York Times*, November 17, 1895)

The Gravity road is put up for sale:

"THE GRAVITY IS FOR SALE. / So Says Lewis E. Carr, General Attorney for the D. & H.—A Rise in the Stock is Expected. / Lewis E. Carr, of Albany, general attorney of the Delaware & Hudson Canal Company was in Port Jervis, Saturday. With regard to the abandonment of the canal and the gravity road by the company he said the matter had been under consideration by the board of managers for a long time, but, being a conservative body of men, they had given it much thought before deciding on the course adopted. It had been found impossible to continue the transportation of coal by canal in competition with railroads. The cost of shipping coal to New York city over the gravity road and canal was 50 cents a ton more than by the Erie railroad. Owing to this difference the coal shipments by canal had decreased from 1,500,000 tons a year to 500,000 tons last year, and a lesser amount this year. The company was losing from \$75,000 to \$100,000 a year by its canal business whereas by the contract made with the Erie to transport the coal direct from the mines to New York without breaking of bulk a saving was made to the company of \$500,000 or \$600,000 a year, or an amount equal to nearly 2 per cent on the company's stock, representing \$35,000,000. He thought the stock would appreciate in value, because the Delaware and Hudson company was better off without the canal on its hands. / As to the future of the gravity road, 'It is there,' said Mr. Carr, 'and if any one wants to buy it, it is for sale. The canal will close earlier this season than usual; in fact, it is practically closed now. In the spring there is no likelihood that it will be opened again to Honesdale, but it will be continued the coming year from Ellenville to Rondout for local traffic. Its continuance for a longer term will depend upon the amount of its local business and the possibility of a railroad being built through that section.' He thought the canal would be permanently kept open from Ellenville to tidewater, the large shipment of cement from that place and High Falls making it profitable to do so." (*Carbondale Leader*, November 7, 1898, p. 2)

The following article is largely a duplicate of the above article:

"GRAVITY ROAD FOR SALE. / Interesting Statement by the General Attorney for the D. and H. Co. / Lewis E. Carr, general attorney for the D. and H. C. Company, says the Gravity Railroad is for sale. He was at Post [sic] Jervis last Saturday from his home in Albany, and with regard to the abandonment of the canal and Gravity road by the company, he said the matter had been under consideration by the board of managers for a long time, but, being a conservative body of men, they had given it much thought before deciding on the course adopted. It had been

found impossible to continue the transportation of coal by canal in competition with railroads. The cost of shipping coal to New York city over the Gravity road and canal was 50 cents a ton more than by the Erie Railroad. Owing to this difference the coal shipments by canal had decreased from 1,500,000 tons a year to 500,000 tons last year, and a lesser amount this year. The company was losing from \$75,000 to \$100,000 a year by its canal business, whereas by the contract made with the Erie to transport the coal direct from the mines to New York without breaking of bulk a saving was made to the company of \$500,000 or \$600,000 a year, or an amount equal to nearly 2 per cent, on the company's stock, representing \$35,000,000. He thought the stock would appreciate in value, because the Delaware and Hudson Company was better off without the canal on its hands. / As to the future of the Gravity road, 'It is there,' said Mr. Carr, 'and if any one wants to buy it, it is for sale. The canal will close earlier this season than usual; in fact, it is practically closed now. In the spring there is no likelihood that it will be opened again to Honesdale, but it will be continued the coming year from Ellenville to Rondout for local traffic. Its continuance for a longer term will depend upon the amount of its local business and the possibility of a railroad being built through that section.' He thought the canal would be permanently kept open from Ellenville to tidewater, the large shipment of cement from that place and High Falls making it profitable to do so." (newspaper article in Gritman scrapbook, dated Tuesday, November 8, 1898)

Some facts for the historian about the Gravity Railroad and the canal:

"FACTS FOR THE HISTORIAN. / They Have Reference to the Canal and Gravity Railroad. / The first boat of the Delaware and Hudson Canal company to enter the Honesdale basin some seventy years ago was welcomed by huzzaing crowds, by the booming of cannon and the fluttering of flags. Its coming was felt to be a harbinger of prosperity; and so it proved to be. The canal and the gravity railroad constituted a nucleus about which all other industries crystallized. But the company has done its work in this vicinity, and makes way for the new comers, whoever they may be. / Future local historians will find it recorded here that the last boat to leave this end of the canal, to close up its three score and ten years of navigation, was boat No. 1107, Captain Frank Hornbecker, loaded in the basin on Saturday last. / It will also be of interest to said historian to know that on this dark, gloomy, rainy day Thursday Nov. 10, 1898, the last excursion train was run over the famous Gravity railroad from Carbondale to this place. Owing to the disagreeable weather the train consisted of only five cars. No cannon, no flags, no crowds, but deep in the hearts of most of our people a sad sigh of regret.—Wayne County *Herald*." (undated clipping in the Gritman scrapbook)

What will take the place of the Gravity Railroad?:

"IS IT A NEW RAILROAD/ Rumors Afloat That One is to Take the Place of the Gravity System. / Railroad rumors are flying thick and fast and in the disturbed condition of all minds the most exaggerated are seized upon with avidity and passed from mouth to mouth. That many changes will be seen in the next year is certain and although the Gravity road is to be done away with there is now little doubt that something new will take its place. This will also be of the greatest benefit to Carbondale and December '99 will see a greater era of prosperity and progress for Carbondale than ever before. / This morning's Tribune says that the haulage deal of the

Delaware & Hudson with the Erie is not a permanent arrangement, and a very broad intimation is given that it will cease with a transformation of the gravity into a steam road. / In line with this is an article by the Honesdale correspondent of the Truth. Whether he had any positive knowledge in the matter is unknown. We copy his article and leave our readers to judge of its worth. He says: / The great railroad project of which Honesdale, Scranton, Lackawanna and Wyoming Valleys have had some intimation is now fast materializing. The Honesdale, Scranton and Eastern railroad is now being organized under the general railroad laws of Pennsylvania with a capitalization of \$9,000,000. The road will commence at the Lackawanna river, near the station of Frank Hollenbeck's, thence by tunnel through the Moosic Mountain, a distance of one and three-quarters miles, and from thence to Honesdale, from where the road will continue to a point on the Delaware river, at or near the aqueduct of the Delaware & Hudson canal. The same corporation will organize a railroad under the laws of New York State, from the aqueduct mentioned to the Hudson river at Rondout, N. Y. This road will be 138 miles in length from the city of Scranton and will be the only road leading out of the coal fields of Pennsylvania to tide water, where it is all down grade. The Scranton, Honesdale and Eastern railroad will have on or before the 1st day of January next entered into a contract with the London Railway construction company, limited, for the tunneling of the Moosic mountain, and the construction and completion of their road to tidewater. While all now looks lonesome along the abandoned canal, nine millions of English gold will bring back the smiles to all." (*Carbondale Leader*, November 30, 1898, p. 2)

9904

December 1898

" . . . if all the gravity cars of the company were placed in a single line the line would extend twelve miles."

"They Would Reach Twelve Miles. / The Delaware and Hudson company has stocked all its abandoned gravity cars on all the levels between Carbondale and this place [Archbald? Olyphant?]. There are about two hundred stocked between the foot of Plane 'B' and the head of Plane 'D,' while at the 'A' and 'B' levels there are many more. It is said that if all the gravity cars of the company were placed in a single line the line would extend twelve miles, or in other words, from Jermyn to Scranton." (clipping dated THURSDAY, DECEMBER 8, 1898, from a Gritman scrapbook; the clipping may be from the *Archbald Citizen* or the *Olyphant Record*, since the mid-Valley planes are specifically mentioned)

"Changes Made Necessary by the Abandonment":

"THE COMING ABANDONMENT. / Changes Made Necessary by the Abandonment—

The Erie's Yard at Jessup. / It is said that the employees along the line of the lamented gravity railroad were notified individually yesterday of the abandonment of that portion of the Delaware & Hudson company's lines. Although no one will officially verify the rumor it is the common belief about town and several occurrences have given strength to it. / Already a number of cars used on the narrow gauge road have been remodeled for use on the wide gauge and have been used for the transportation of coal to points north of this city. About one hundred have been remodeled so far, and it is said that the work will be continued until all are remodeled. The work of burning the old used up cars still goes on along the line of the road, but the iron parts kept to be used in repairing the cars in use. / The tracks on the scales at the different breakers have been widened and the chutes are being remodeled so that large cars as well as small ones can be filled with coal from them. / The abandoning of the old Gravity necessitates a large yard near the connecting point of the road they ship over. To fill this need, the Erie will make a large yard at Jessup, where their engines will make up the trains for Port Jervis. Years ago when people were setting at Jessup the Pennsylvania Coal company allowed them to build on their land for a small yearly rental, little thinking the time would come when this land would be valuable to them. The time has arrived, and the houses, some of which are very fine buildings, are to be moved to make way for the twelve new tracks which will make up the new yard for the storing of coal, ready for the Erie engines." (*Carbondale Leader*, December 10, 1898, p. 5)

Coal will no longer be shipped over the Gravity Railroad, but passenger and local freight trains will still be run. The stations on the light track between Honesdale and Waymart will be closed and locomotive power will be used for moving all trains between Honesdale and Waymart:

"THE GRAVITY TO CONTINUE. / Passenger and Freight Trains Will Be Run on It Till Further Notice. / Farewell excursions over the Gravity railroad planned for Saturday will be postponed. Today the following notice was posted on the general office of the company in this city. / DELAWARE & HUDSON CANAL COMPANY / Office of the Second Vice-President. / Albany, N. Y., December 28. / Commencing January 1, 1899, Passenger and Local Freight trains will continue running on the Gravity Railroad until further notice. / Stations on the light track between Honesdale and Waymart will be abandoned and locomotive power will be used for moving all trains from Honesdale to Waymart. / H. G. Young, / Second Vice President. / Coming after three months of anxiety and suspense following the announcement of the abandonment of Gravity trains it brought with it joy to the hearts of all residents of the city. The fact that no more coal is to be taken over the Gravity means that the road is destined to be abandoned at some future time—but it will not be until some better means of taking coal from this section has been completed. / When superintendent Manville was seen by a *Leader* man today he said that the

future movement of the company had not yet been fully decided upon. The work of widening the cuts near Bushwick is only an incidental matter to allow of taking the wider gauge cars to the Racket Brook breaker and the washery being erected [emphasis added] near that point. There could be little obtained from official quarters that would tend to confirm the report that a steam road is to be built over the mountain—and yet the project was not denied by any one and the belief grows stronger that this will be the ultimate result. It was hinted by some that as Shepherd's Crook was the only obstacle this would be gotten over by extending the road a short distance further north and then running south again on a V. / For nearly a week the Delaware and Hudson have been giving their coal for the New York city trade to the N. Y. S. & W. at Yatesville. This is only the coal mined south of that place. All the rest will hereafter come through here. From one who is prominent in D. & H. circles and knows whereof he speaks the reporter gleaned that information that it is due to the efforts of superintendent Manville that Gravity passenger and freight trains are to be continued for the present and thus the city owes another debt of gratitude to him. / Mr. Campbell of Orange, N. J., who is the agent for the Amos A. Call Mailing company is in this city endeavoring to sublet the contract for carrying the mail between Carbondale and Honesdale. This is one of the largest mailing syndicates in the country but it is doubtful about their being able to dispose of their present contract as the figures given stagemen would only make money on their passenger traffic. If the Post office department insist on it they will be compelled to carry out their proposition, however. / *The Wayne Independent* says that an order has been given for six mammoth stationary engines of an improved pattern, presumably for use on the mountain section of the Gravity, and also an order for many tons of heavy rails which are also supposed to be for the proposed standard gauge of the same road. Numerous messages are going over the wire relative to the changes that are about to take place but as yet not anything official has been given to the public.” (clipping in a Gritman scrapbook from *Carbondale Leader*, THURSDAY, DECEMBER 29, 1898, p. 5)

9905

January 1899

January 1, 1899:

The D&H Gravity Railroad, as a gravity line in its entirety, ceased operations.:

“On the first of January, 1899, the Delaware & Hudson canal company abandoned the famous gravity road as a means of transportation of coal between Carbondale and Honesdale.” [emphasis added]. (Joslin/Davies). Passenger and local freight service would continue on the Gravity Railroad after January 1, 1899. Stations on the light track between Honesdale and Waymart will be abandoned; steam locomotive power (the *Lackawanna*, with Edward F. Baird, engineer) will be used for moving all trains from Honesdale to Waymart; steam locomotive power (the *Major Sykes*) also used for moving all trains from Carbondale to Farview.

January 2, 1899:

The first train leaves Honesdale for Carbondale, on the loaded track, with steam locomotive as motive power. Tracks were gravity-gauge; cars were run up and down the Farview/Waymart gravity planes (Nos. 9, 10, 11, 12, 18, 19, 20), in which the gravity-gauge tracks were still in place. A steam engine (the Major Sykes) pulled the cars out of Carbondale to Farview on the light track. Cars descended to Carbondale from Farview on the light track and were pulled into Carbondale by a steam engine from the Lookout. Cars descended by gravity to Honesdale from Waymart on the former loaded track and were pulled back to Waymart by a steam locomotive, the Lackawanna, with Edward F. Baird, engineer. This is how things were up to January 22, 1899, when the 23.74 miles of gravity-gauge tracks were widened to standard gauge in less than 24 hours.

"first train for Carbondale by the new steam railway":

“BIRTH OF ‘99 / The Usual Demonstrations—The Locomotives on the Other Side of the Moosics. / The advent of the New Year in this city [Carbondale] was marked as usual by the blowing of whistles and ringing of bells. At eleven o’clock Jack Frost was present and his voluminous breath was so much in evidence that it was scarcely possible to distinguish the electric street lights at a distance. Then the moon rose in its splendor and the new year was born in its light. The scene was enhanced by the white purity of the snow which reflected the light of the orb of the night and made the scene nearly as bright as at mid-day. / At the different watch meetings and gatherings throughout the city the new year was welcomed by songs of praise and prayers. From the iron throats of the whistles at the heads of planes between Waymart and Honesdale screamed forth their last greeting to a new year and those between this city and Waymart blew out such blasts as they had never blown before in welcome to a new era of prosperity. / At Honesdale this morning a large crowd gathered to witness the departure of the first train for Carbondale by the new steam railway. [emphasis added] / The same crowd was in evidence at the arrival of the first train from this city and at Waymart the appearance of the trains was an occasion for much celebration and the only regret of the residents of this pretty little hamlet was that they didn’t have a band to salute the ‘iron monster.’” (*Carbondale Leader*, January 2, 1899, p. 5)

Bad news for Rondout:**"RONDOUT WILL BE A LOSER. / D. & H. to Transfer Its Distributing Point to Albany. /**

A dispatch from Albany says: The Delaware & Hudson railroad will transfer the distributing point of its coal business from Rondout to this city. Vice president Horace G. Young said this morning that the change would take place on the opening of navigation; that the move had been contemplated for some time, and that it will surely increase considerably the earnings of the road. / It is intended to supply coal to all points on this side of Kingston, from the Albany distributing point. One reason for making the change was in order to be able to supply the steamboat lines with coal." (*Carbondale Leader*, January 2, 1899, p. 5)

Interesting clipping in the archives of the Lackawanna Historical Society:

"Last Trip On Gravity." Clipping, dated 1942. Clipping in the collection of the Lackawanna Historical Society. The clipping was donated to the LHS, possibly, by Mrs. Maud Masters Stone. The original photograph was submitted to the newspaper by the daughter (Mrs. C. S. Green of Clarks Summit) of A. J. Hartwick of Seelyville, the man seen standing at the base of the cliff on the right.

From Mrs. Maud Master Stone

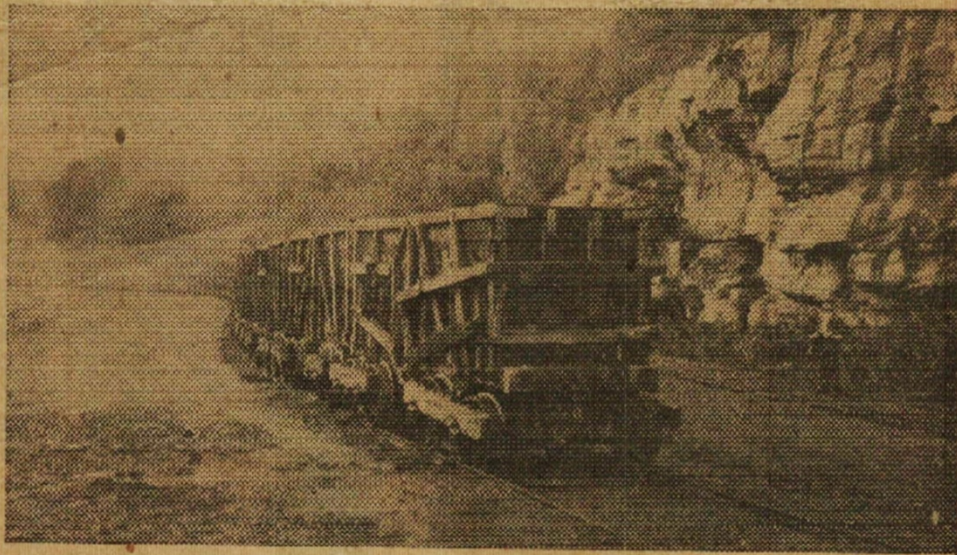
Pa. Gravity R.R.

9, 1942.

Coal Co.

RR-G-8

Last Trip On Gravity



The last trip of cars to make the journey over the old Gravity road between Honesdale and Carbondale, which ceased operating on Jan. 3, 1899, is shown in the picture above. This photograph was taken on the horseshoe curve between Honesdale and Seelyville. The man in the background holding the rifle is A. J. Hartwick of Seelyville, who formerly lived in Clarks Summit and who was a foreman at the Peck Lumber Company for many years. The picture was submitted to The Times by Mrs. C. S. Green of Clarks Summit, daughter of Mr. Hartwick.

The Gravity road played an important part in the development of the region. It was built by the old Delaware and Hudson Canal Company to transport anthracite to the canal at Honesdale from Carbondale and was opened Oct. 9, 1829. As the years went by the road was improved and its capacity increased from time to time to keep up with increased tonnage. Eventually it was extended to Archbald, when the company began to operate the White Oak Mine there, and in 1858 it was extended to Valley Junction, Olyphant. In 1860 it was extended to Providence with locomotive power used on this last extension.

The date given in the clipping, January 3, for the last trip of coal cars over the Gravity road is incorrect. Are these coal cars loaded or empty? They appear to be empty. Whatever the case, no coal shipments were made over the Gravity Railroad, beginning January 1, 1899. In addition, it is not correct to say, as is reported in the caption, ". . . the old Gravity Road. . . ceased operating on Jan. 3, 1899. . ." A significantly modified version of the Old Gravity Road continued to function until 1901.

The photo shown above is given on page 30 of Wakefield's *Coal Boats to Tidewater*. There the photo is reproduced from the collection of M. B. Wakefield. The caption in Wakefield reads as follows: "A long string of empties sidetracked in an immobile position by a derailed front truck and a piece of chain. Possibly these cars were stored in this manner shortly after abandonment of the Gravity in preparation for scrapping operations." Wakefield may well be correct. These cars may well be empty cars, sidetracked, awaiting scrapping.

Widening passenger and coal cars in preparation for the widening of the tracks to standard gauge:

"CONCERNING THE GRAVITY. / Widening the Passenger Cars Makes the Shops Again Lively—Other Notes. / The Delaware & Hudson have commenced to widen their gravity passenger coaches to standard gauge. The work is being done in the gravity shops in this city and is being pushed as rapidly as possible. The order was recently issued by the company to the effect that they wanted six coaches remodeled immediately, and in addition a large number of coal cars will be widened to the standard gauge, thus giving employment to the men that were laid off last Saturday. Notices were served on several employes yesterday to report for duty Monday morning and a number resumed their old positions yesterday afternoon. Some of the company's gravity freight cars are also to be widened. / Chief engineer Brown, of the Delaware & Hudson is in this city for a few days looking after the company's interest. Mr. Brown is a much respected resident of Albany, N. Y. / The Delaware & Hudson gravity shops have been placed on nine hours per day instead of eight, as stated yesterday. The increase of one hour was necessitated by the new order which came yesterday on account of the changes that are being made in the gravity cars. / It is expected that the work of widening that portion of the light rack leading to Racket Brook breaker will be commenced again soon. There are rumors to the effect that the company will again apply to the department for the contract of carrying the mails and as the residents of Honesdale complain of the present as not being adequate some arrangements to that end may be made. There are certainly no indications that the company intend to totally abandon the road over the mountain." (*Carbondale Leader*, January 7, 1899, p. 5)

Preparations being made for widening the Gravity tracks. With the tracks widened to standard gauge, the necessity to unload and reload at Honesdale is done away with:

“MORE ABOUT THE GRAVITY / Some of the Things Heard Concerning the Projects of the Delaware and Hudson. / What the outcome of all the work now in hand by the workmen of the Delaware & Hudson company along the line of the Gravity railroad will be can not be learned from any official source but everyone seems ready to advance some theory or other and it is always backed by something authentic as far as a basis for supposition is concerned. / For some time past the company have been buying immense quantities of ties and storing them in convenient places for use when needed. Lately shipments of these have been sent over the Gravity railroad. These ties are for use on steam railways and are a great deal heavier than those now in use. Shipments of heavy steel rails are arriving daily and, it is said are being loaded on Gravity cars for transportation. / In the meantime the D. & H. C. company are making preparations to widen the gravity tracks, one gang of men having started in at Carbondale and another gang at Waymart, both working eastward. They are clearing the road bed, pulling and setting spikes, leaving just enough of the latter in to temporarily hold the rails. The present gauge is five [should read "four"] feet three inches, the standard gauge is five [should read "four"] feet eight and a half inches. The ties will not be disturbed. Both rails will be moved outward far enough to make the required width for the standard gauge. It is now thought by many, that the tracks will be moved between Saturday night and Monday morning next. / **A NEW LOCOMOTIVE.** / The coal that was taken to 'Grassy Island' breaker is now taken to the new breaker at Olyphant and yesterday a new narrow gauge locomotive named the 'Porto Rico' was received which will be used to draw the coal. / 'The Major' [Sykes] is now in the locomotive shops receiving a thorough over-hauling but as far as can be learned no change will be made in her gauge. It is thought that she will be taken to the other side of the mountain for temporary use as the engines now pulling the trains are unable to make the trips in the required time. / **THE TUNNEL.** / It is said that the project of tunneling the Moosic Mountain is still under consideration by the Erie and Delaware & Hudson companies. One of the proposed courses is to enter the mountain on the east side above Waymart, passing immediately under High Knob and coming out on the west side just below Forest City. This tunnel would be one and a half miles long and would cost between four and five hundred thousand dollars. The other proposed course is to enter the mountain on a level with the Delaware & Hudson gravity track at Shepherd's Crook, pass under the pavilion at Farview and come out on the east side a short distance above the village of Waymart. The latter tunnel, only a mile long, would leave the road with quite a heavy grade on both sides of the mountain. It is understood that the first named course through the mountain is considered far more preferable and that it is likely to be the one chosen. / **FROM AN EXCHANGE.** / 'The Delaware & Hudson Canal company have called in their telegraph line from Honesdale to Rondout. This was the first telegraph line in the valley, having been established in 1862. H. S. Wells of the telephone exchange, and operator in charge of the local Western Union office, has had charge of the canal company's office over twelve years, and was in the employ of the company two years before. An agent of the company was along a few days ago gathering up and removing instruments and all the belongings of the Delaware and Hudson company.' –Ellenville Journal." (*Carbondale Leader*, Thursday, January 12, 1899, p. 5)

Preparations for the change to standard gauge are being made:

“CHANGES ON THE GRAVITY. / Some Interesting Items on the Passing of the Road, From an Exchange. / The Honesdale Citizen of this week contains some interesting items concerning the Gravity railroad and we group them below for the benefit of our readers. / ‘Blest be the ties that bind,’ is at present the favorite hymn of the residents of Honesdale and Carbondale. / The total Gravity coal cars, owned by the Delaware & Hudson Canal company number about 4,500. Some of them are old and comparatively useless, with the exception of the iron work. It is the intention to put broad gauge trucks under 800 of them, of which 325 have been thus equipped and work is now progressing on the others. / Farview will probably be the center of attraction for excursionists all along the line of the Erie road, from Honesdale to New York city, next summer. / Lackawanna reporters are wrong when they say the new mountain mail carrier ‘lost his way up near Waymart the other day.’ He was only trading horses. / The Gravity will doubtless be changed to the standard gauge of all railroad lines in the United States, between Saturday night of this week and Monday morning next. The driving of the outer spikes for each rail commenced on Tuesday morning and will be all in by Saturday night, when the rails will be moved over to them, a distance of 2 $\frac{3}{4}$ inches, and spiked. The present gauge of the gravity is four feet and three inches, and the standard four feet eight and a half inches. A large number of men will be employed to do the work. The covering of the two ‘dungeons,’ between Seelyville and Prompton, will have to be removed as well as a portion of the light track at plane No. 2, where the loaded track passes under it, so as to admit of the free passage of a much larger engine, which is to be sent over from Carbondale, as a motive power for the Keystone express from Honesdale to Waymart. All bridges and highworks along the line are being strengthened, and all the cables of the five planes from Honesdale to Waymart are to be thoroughly tarred to protect them from the weather.” (*Carbondale Leader*, January 13, 1899, p. 6)

Testing engines to make sure they can travel around Shepherd's Crook:

“WIDENING THE GRAVITY. / It is Expected That the Work Will Be Done Next Sunday—The Preliminaries. / The prediction made in the Honesdale Citizen that the work of widening the gauge of the Gravity railroad would be commenced Saturday night was not fulfilled. Everything was quiet along the line yesterday, with the exception of a few gangs of men employed in clearing away the snow, smoothing off the outer parts of the ties and distributing spikes along the line, but it is understood that next Saturday night will see the beginning of the big work and that a sufficient force of men will be put on to complete it by Monday morning. / The locomotive shop in this city has been very busy during the past week in preparing the four locomotives that are to run on the widened road. [emphasis added] Their journals, wheels and cylinders have been thoroughly overhauled and all will be ready to be sent out on Thursday. The work on two of the locomotives is not [sic; possibly “now” was intended] practically complete and it is expected they will be taken out of the shop for a test this afternoon. This test is to be made on a new track which has been laid between the two round houses. It is a counterpart of the curve known as Shepherd’s Crook on the gravity, with the exception of the

grade. The locomotives to be used are the four lightest owned by the company and the ‘side play’ in the boxes as they were used on the steam road is one-eighth of an inch which will be increased to one and one-half inches for use on the gravity. / As far as can be learned the rails now in use will be used except where the curves are sharp. [emphasis added] At Shepherd’s crook there are piled 2190 feet of the heavy rails now in use on the steam railway which substantiates this belief. Just above No. 2 head, near the site of the new washery, the bank on the lower side of the bridge has been cut away preparatory to strengthening the track at that point. / At Farview the tracks are being changed to make a better entrance to Farview from the light track to the grounds. How the road will run from Farview to Waymart is a problem, but the route that would suggest itself upon observation, by the natural conditions existing, would be to follow a southeasterly direction from Farview station along the mountain side for a distance of about two miles and by a loop similar to that at Shepherd’s crook turn in the direction of Waymart. / The rumor that the options on the land at Waymart had been closed was premature, but attorney Lane of Honesdale was in Waymart on Friday and renewed all of them for another thirty days. This to the residents of that little place has given a new lease of hope, but if a railroad yard is established at that place it will be contrary to the usual custom of railroads, as yards are generally located at a summit on the line.” (*Carbondale Leader*, January 16, 1899, p. 2)

From gravity gauge to standard gauge—between Saturday night and Monday morning. Five standard-gauge steam locomotives will be used on the line. The ones to be used on the Honesdale side of the Moosic Mountain will have to be taken to Honesdale over the Erie & Wyoming:

“TRACKS READY TO BE WIDENED. / What is Being Done Along the Line of the Gravity—Another Locomotive. / Everything will be in readiness along the line of the Gravity railroad for the widening of the tracks between Saturday night and Monday morning. Spikes have been driven in the outer edges of the ties now in use and everything possible to facilitate the work is being done. The abutments on the other side of the mountain, that are too close to the tracks to permit the safe passage of standard gauge rolling stock are being taken away and bridges are being strengthened by heavy timbers. / The tracks on the planes from Farview to Waymart will be widened and used until the new route down the mountain is completed. Another engine is now in the locomotive shop to be made ready for use on the new road, making the total number five. In conversation with a railroad man this morning he said that it would be impossible to take the engines down the plane for use on the other side of the mountain and that in all probability they will be taken over the Erie & Wyoming to Honesdale. / Nothing can be learned from the various heads of departments when interviewed. No authoritative person will give credence to any theories advanced and everything published must be gained by observation.” (*Carbondale Leader*, January 19, 1899, p. 5)

Main Street station to be abandoned. Tracks to become standard gauge. Gravity to be known hereafter at "the Honesdale Branch." Surveyors now working on South Canaan Loop:

**“THE LAST OF THE GRAVITY. / Everything in Readiness for the Change of Power—
The New Time Table.** / Today marks the last day of the existence of the famous Gravity railroad to which this city owes its reputation as a terminal point of one of the most unique and picturesque lines of railroad in existence. The fame has spread throughout the country and thousands have been attracted here for the purpose of being drawn to Farview over the cables on the inclined planes and riding back from the summit of the Moosics by the force of an unseen power. / On Monday next will be seen the more modern steam railway operating in its place. An immense amount of work toward changing the gauge of the road to the standard has already been accomplished. Between this city and Honesdale, the outside spikes for both rails have been driven, all bridges have been strengthened and blasting away the rocks where cuts were too narrow has made the way safe for the broad gauge cars. Tools, spikes and other material are liberally distributed along the line of the road and when the last train passes over the line tonight a large force of employees will commence the work widening the gauge. / A notice was posted at the Main street station today to the effect that it would be abandoned and trains for Waymart, Honesdale and other stations will leave Union and City stations. All narrow gauge cars are being collected from the different points along the road and brought to the yards in this city and as a consequence all the mines here are idle today. The work of widening the gauge of the tracks that are used as switches to the chutes was begun this morning and work will be resumed at the mines Monday morning. / **THE NEW TIME TABLE.** / The Gravity railroad will hereafter be known, officially, as the Honesdale branch, and a new time table will go into effect on Monday, 23d inst. / Trains will leave Union station, Carbondale (city station one minute later) for Honesdale, as follows: 7.13, 9.35 and 11.15 a.m., 1.06, 3.09, and 6.08 p.m. / Arrive Honesdale 8.41, 11.03 a.m., 12.43, 2.34, 4.37 and 7.36 p.m. / Trains will leave Honesdale, for Carbondale as follows: 7.30, 9.51, and 11.12 a.m., 1.22, 3.25, and 5.30 p.m. / Arrive Union station (City station one minute earlier) Carbondale 8.51, 11.12 a.m., 12.34, 2.44, 4.47 and 6.52 p.m. / The residents of the south side are in a state of excitement over a rumor that the Honesdale trains will stop at Powderly and at Bushwick. If the rumor is true it would afford the people of that section the same conveniences as a street railway and to use the language of an enthusiastic resident would be ‘just as good as the Elevated railway in New York city,’ but the official time table does not name either of these points as stopping places, hence the hopes of the would be ‘commuters’ are blasted, at least for the present. / **CONNECTED WITH THE ERIE.** / At Honesdale trackmen have laid heavy rails from Blandin’s highworks to connect with the Erie just below the iron canal bridge, and now the residents of that progressive little town have hopes that the Erie passenger trains can leave from Honesdale proper if the Delaware & Hudson and Erie can agree upon terms. The car house, near the foot of No. 13 plane, was demolished last week, to make room for a switch to the Gravity station. The fires under the boilers at planes Nos. 14, 15, 16 and 17, on the light track between Honesdale and Waymart have all been drawn. / Heavy rails will not be substituted for the light ones on sharp curves but will be used as guard rails and no radical change in the present line will be made until later. / The surveyors for the new steam road are at present engaged on a route

starting at a point on the loaded track, near the Staples hotel in Waymart and proceeding in a southerly direction to the residence of Daniel Gray in Canaan; thence southwest to the Munson farm, and from there to a point on the Swackhammer farm. The route then passes up through the gap in the mountain and strikes the light track near Farview. It is said that the distance via this route from Waymart to Farview is five miles, with a very favorable grade.” (*Carbondale Leader*, Saturday Afternoon, January 21, 1899, p. 5)

A thousand men widen the gravity-gauge tracks to standard gauge in less than 24 hours. Planes 9-12 and 18-20 will have standard gauge tracks:

“A THOUSAND MEN AT WORK. / Gravity Supplanted by Steam as the Motive Power Between Honesdale and This City. / Yesterday [01-22-1899], at three o’clock engine 46 in charge of S. A. McMullen made the first trial trip over the new Honesdale branch of Pennsylvania division of the Delaware & Hudson railroad company. To change the tracks to accommodate the new motive power that supplanted the old required the service of nearly a thousand track hands, taken from the Albany & Susquehanna division between Binghamton and Albany, and from the Pennsylvania division from Wilkes-Barre to Nineveh. Long trains of coaches carrying these workmen began to arrive here about eleven o’clock Saturday night and the work of distributing them along the line of ‘the gravity’ began about four o’clock Sunday morning. A given number of men was assigned to each mile of track and the work was carried out systematically. / Under the new system in operation the trains will be run to and from Carbondale on the light track. Between Waymart and Honesdale the loaded tracks will be used both ways, there being a long level with no intervening planes. From Farview to Waymart, and from Waymart to Farview, the planes with their tracks widened, will for the present be used. [emphasis added] / At Shepherd’s crook the old rails have been supplanted by heavy ones. The road bed has been raised about a foot in the middle and lower part of the curve by laying new ties over the old ones and the track has been set at the extreme edge of the road bed in order to make the curve as easy as possible. In addition to the heavy rails of the track a substantial guard rail has been laid around the curve which makes it almost impossible for a train to become derailed at this point. / Heavy timbers have been placed under all the bridges and at the one over No. 2 plane they occupy the center of the old switches to the stone quarry, indicating that there will be no further use for the present for the tracks they obstruct. / The scene at ‘Racket Brook’ breaker, was also one of activity. Here the work of widening tracks was in charge of coal department men. The short plane used to hoist coal from the foot of plane ‘4’ has been widened and the ‘switch backs’ used to take the cars to the chutes under the breaker after they have been emptied have also been made the standard gauge. There was no operations underway, however, that would indicate the route by which the coal will be taken there. / Several excursion cars of narrow gauge, in which the workmen were transported, are at the top of the mountain with nothing to come home on, save the wide gauge track. By opening the latches on the planes they might possibly be run to No. ‘2’ that way and thence by the switch back to No. ‘1’ head and from there to this city by the cripple plane. / However, the question of their disposition is causing some speculation.” (*Carbondale Leader*, Monday, January 23, 1899, p. 5)

The widening of the gravity-gauge tracks to standard gauge is very nicely described in the portrait of Edward F. Baird ("Widening the Gravity") that is given in the August 1, 1935 issue of *The Delaware and Hudson Railroad Bulletin* (pp. 115-16, 125):



Widening the Gravity

Strenuous Day's Work Described by Carbondale Veteran

IT took just one day to make the changeover from narrow to standard gauge on the Gravity Railroad, according to retired ENGINEER EDWARD F. BAIRD, who fired the last narrow gauge and the first standard gauge locomotive to run between Honesdale and Waymart. For some time after the canal was abandoned, freight and passenger service was maintained over the line, the narrow gauge engine *Lackawanna* being used between Honesdale and Waymart, the *Major Sykes* operating between Carbondale and Farview, while the gravity system was still used over the balance. MR. BAIRD fired the *Lackawanna* and later standard gauge engines for several years between Honesdale and Waymart.

Extensive preparations were made prior to the date set for standardizing the gauge of the Gravity. For a year men had been busy lowering the track to increase the overhead clearance at the breakers at Jermyn, White Oak, and elsewhere along the line since the standard gauge cars then required at least ten feet headroom. At the Shepherd's Crook there was a 32-degree curve around which the *Major Sykes* would have to run. A track was laid in Carbondale yard on a 32-degree curve and the locomotive run around this until it was loosened



EDWARD F. BAIRD

ed up enough to operate satisfactorily. Standard gauge trucks were sent to Honesdale to replace those under the "Jimmy" cars of the Gravity which were to be used for coal transportation.

The change from the 4-ft. 3-in. Gravity gauge to that of 4-ft. 8½-in. was effected by moving each rail out one-half of 5½ inches. It was necessary to move each rail one-half of the distance since the ties were only 6 feet in length and, due to the frost in the ground, could not be renewed at that time. It was impossible to move one rail 5½ inches, because had the work been done in this manner there would have been no holding power to the outside spike of the rail which was

moved because of its being so near the end of the tie. The new outside spike for the broadened gauge was set in advance. This was done by having a gauge made which, when laid over the heads of the narrow gauge rails, would give the correct distance to each outside spike, so that all that was necessary to be done on the day the gauge was changed was to pull the outside spikes of the narrow gauge, about one-half of which had been removed before, and then throw each rail against the spikes in the new position and secure it.

To convert the Gravity gauge tracks to standard gauge, each rail was moved out one half of 5 1/2 inches. The Gravity ties were six feet in length. The standard gauge ties were 8 feet long.

The two Gravity-gauge steam locomotives on the Honesdale Branch: the *Lackawanna* and the *Major Sykes*.

The work from Honesdale to Waymart was in charge of the Assistant Engineer, MR. JAMES MAC-MARTIN, under orders from the Chief Engineer, Mr. R. H. Brown, who took the part from Carbondale to Waymart.

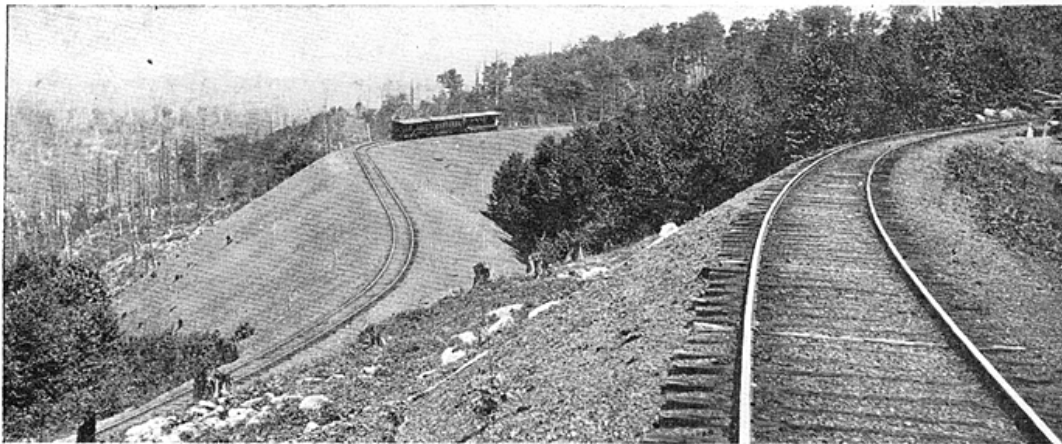
The men on the work from Honesdale to Waymart consisted of the regular sectionmen of the Gravity Railroad, and 40 extra men in charge of Thomas Lawlor, extra foreman. The road was divided into sections of one mile each. Posts were erected and each of these sections was numbered, the numbers being put on the posts. Each foreman with five men was given a number representing the section he was to take, with instructions to start on the Honesdale end of his section and work towards Waymart, but not to start work until the narrow gauge train which was distributing the

they got off and completed enough of that work so that the engine and flat cars could get over the section, leaving instructions with the sectionmen to finish the work, and repeated this procedure until they arrived at Waymart, which was about noon Sunday.

The other end of the work which was in charge of the Chief Engineer with the men from the Pennsylvania and Susquehanna Divisions, started at Carbondale and advanced toward Waymart. When the Honesdale forces arrived at Waymart, none of those coming from Carbondale were in sight, so they proceeded to widen out the planes from Waymart to Farview, there being four loaded planes and three light planes.

At 4 P. M. the entire widening had been completed and MR. BAIRD returned to Honesdale.

Nos. 9, 10, 11, and 12; Nos. 18, 19, and 20



Shepherd's Crook, where a 32 degree curve was rounded

men had returned from Waymart going back to Honesdale and had passed the Honesdale end of his section.

There had been sent from Carbondale to Honesdale, a light standard gauge engine with two flat cars which were in readiness at Honesdale. On Saturday night lanterns were hung on each section post so that the work train would know where to stop and let the sectionmen off.

At 3 A. M., January 22, 1899, MR. BAIRD'S narrow gauge engine left Honesdale with the two carloads of men, and each gang dropped off at its allotted section; then the narrow gauge train returned to Honesdale. Here MR. BAIRD shifted to the standard gauge train carrying the 40 extra men and foreman, mentioned above, with MR. MAC-MARTIN who was in charge, and started out of Honesdale. When they arrived at the first section,

picking up men at each section. On Monday morning the business of the railroad proceeded on standard gauge track.

In the spring after the frost was out of the ground, the placing of eight-foot, yellow pine ties commenced, and the necessary changes in curvature were made, and the laying of 80-pound rail started.

Before the branch could be operated wholly as a steam railroad with the heavy cars, it was necessary to build a line from Waymart to Farview, a distance of 6.3 miles, the way the alignment of the railroad had to run, and from then on the railroad was operated as a standard gauge, heavy engine, and heavy car equipment road.

MR. BAIRD saw service in three different modes of transportation during his more than 50 years in Delaware and Hudson employ. As a boy he drove

Honesdale Branch rails: 80-pound

(Continued on page 125)

Widening the Gravity

(Continued from page 116)

horses and mules along the towpath of the canal; later he held several jobs on the Gravity; and for 31 years he ran locomotives on the steam railroad.

Five members of MR. BAIRD'S family were in the Delaware and Hudson Canal Company's employ when he was a boy: the father worked on the Gravity and owned a boat on the canal; MR. BAIRD and two brothers ran the boat; while a fourth brother gauged canal boats, measuring their draft to see that they were not loaded so heavily that they would run aground between Honesdale and Rondout.

MR. BAIRD, though only a boy, drove the horses, washed the dishes, and scrubbed the cabin. Their boat was about 90 feet long and carried 140 tons of coal, for which they were paid at the rate of 70 cents a ton. By starting at 6 A. M. daily and driving steadily until 8 or 10 o'clock at night, the 108-mile trip over the canal could be made in seven days with a loaded boat, the return trip usually taking about five days. No time was lost unnecessarily in either direction, the horses being fed from nose bags as they plodded steadily along the towpath.

In 1880, at the age of 15, MR. BAIRD was given a job as switchman on the Gravity at \$.40 a day, by Foreman John Ball. It was his duty to switch the coal cars coming from Carbondale onto the docks where they were emptied into canal boats. At the end of the boating season the coal was stored in huge piles at Honesdale in anticipation of the following year's requirements. By the next spring as much as 500,000 tons of coal would be heaped in each of several piles at the waterfront.

Through the winter months MR. BAIRD had two duties: he ran errands for officials and took care of the torches used for illuminating the yard and storage piles when the men worked after dark. Frequently the entire force was kept busy until 11 P. M. disposing of the coal brought over the Gravity during the day. The torches used were ball-shaped, with three wicks projecting from the top.

After two years as a switchman, MR. BAIRD became headman at the top of Plane 13, the first incline on the Honesdale-Carbondale line, and the steepest on the Gravity. Only seven empty coal cars or three coaches could be hoisted up at a time. It was his duty to disengage the cable as the cars broke over the top of the plane, then make up trains of from 48 to 72 cars for the run to Waymart.

Occasionally the cable broke under the weight of

a train. In anticipation of such accidents spring derails were installed at intervals in the plane, so arranged as to permit cars to pass upward but derail cars descending the incline. When a cable did break, most of the cars in the ascending trip were demolished, although this was infinitely better than to let them run wild down the plane with consequent danger to persons and property at the foot of the plane.

At times MR. BAIRD ran trains from the head of his plane to the foot of No. 14, or to Waymart, or, in the case of passenger trains, to the top of the mountain at Farview.

After ten years as headman MR. BAIRD was made stationary fireman at the head of Plane 13. Reporting for work at 4 A. M., he had to get up steam on the nine boilers, arranged in nests of three. During the course of a busy day he wheeled in from the storage pile and shoveled into the three hungry fireboxes from 8 to 12 tons of buckwheat coal. At this engine house there were two engines, one for Plane 13, the other for the Union Plane coming up from the Erie Railroad coal pockets.

Signals were transmitted from the foot of the plane to the engine house by means of a bell wire strung on poles beside the track. By pulling on the wire at any point in the length of the plane a bell would be rung in the engine house. One ring was the signal to start the engine, two meant stop, while four were to back up.

MR. BAIRD continued as stationary fireman until the canal was closed in 1898 when, as has already been related, he began firing the narrow gauge locomotive *Lackawanna*.

In November 1903, he was transferred to the steam railroad at Carbondale as a locomotive engineer. During the 31 years prior to his retirement on pension September 1, 1933, he worked on practically every run on the Pennsylvania Division as well as on through freights to Oneonta.

MR. BAIRD is a member of The Delaware and Hudson Veterans' Association. He and Mrs. Baird, who live at 27 Wyoming Street, Carbondale, have been married 48 years. They have one son, Thomas, who lives with them.

Too Much!

A Belgian student, in relating his experiences in studying the English language, said: "When I discovered that when I was quick I was fast, if I spent too freely I was fast, and that not to eat was to fast, I was discouraged. But when I came across the sentence, 'The first one won one one-dollar prize,' and that a blackberry is red when it is green. I gave up English."

How fortunate we are that this article, containing Edward F. Baird's recollections about the widening of the Gravity, was written and published. Nowhere else are recorded many of the important facts presented in that article from the August 1, 1935 issue of *The Delaware and Hudson Railroad Bulletin*.

Phase 2: January 23, 1899 up to November 19, 1899: tracks widened to standard gauge; steam locomotives used, Gravity Planes 9-12 and 18-20, powered by stationary steam engines, still used, Shepherd's Crook (with a 32-degree curve in the crook) still in place

January 23, 1899: The First Regular Passenger Train from Honesdale:

Standard-gauge tracks, Farview/Waymart/Farview Gravity planes still used, Shepherd's Crook still in place, South Canaan Loop not yet built

“The first regular passenger train [emphasis added] arrived in this city from Honesdale at 8:59 yesterday morning [01-23-1899], just nine minutes behind the scheduled time. The train was well filled with people, many of whom went as far as Farview on the first train that left the city this morning on the new branch and returned on the first train that arrived over the improved Gravity. / The gravity railroad to-day is as much or nearly as much, a gravity road as it has been since its incorporation. A mistaken idea concerning its new operation prevails even in this city. Locomotive 46 draws the trains from this city over the light track to Farview, where they are let down the plane into Waymart. From Waymart they proceed to Honesdale by gravitation. / A train leaves Honesdale and is drawn by a locomotive to Waymart, where it is taken up the plane and then comes down the mountain as it formerly did. The locomotive meets the train at the ‘Lookout’ as of yore, and consequently in the ride from Farview down there is no difference from the ride of a year ago.” (newspaper article in Gritman scrapbook, Tuesday, January 24, 1899).

Faster passenger service to Honesdale than previously. Test track built for running big coaches around Shepherd's Crook:

"THE HONESDALE BRANCH. / What is New on the Remodeled Gravity Railroad. / Trains on the Honesdale branch are now running regularly and smoothly. By the introduction of steam for motive power the running time between this city and Honesdale has been reduced about fifteen minutes. Persons missing a train at the Union or City stations could by fast walking possibly catch it again at Lincoln Avenue as thirteen minutes are required for the detour south of the city. / A telegraph station has been opened at the switchback in charge of Edward Knapp. All engines on the branch now take water at the hydrant lately put in by the company at the head of

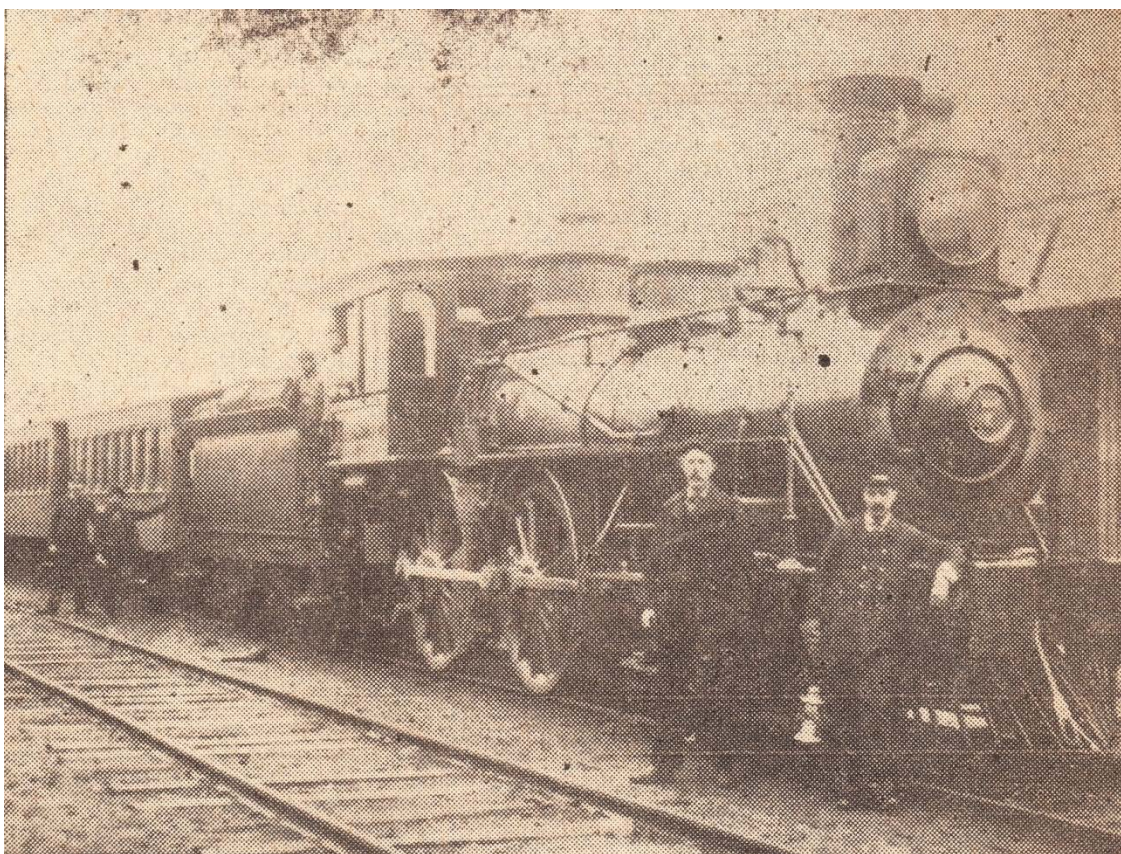
Lincoln avenue. A test was made yesterday of running the big coaches used by the company on its valley road over the experimental curve laid in the railroad yard. This would look as though the coaches might soon be running around Shepherd's Crook and excursion parties taken direct to Farview without change of cars." (*Carbondale Leader*, January 24, 1899, p. 5)

Interesting D&H orders for rolling stock in January 1899:

"A GHOST ON THE ONTARIO. / It Has Been Seen at the Site of the Recent Big Wreck Near Norwich. / . . . The Delaware & Hudson Canal company has placed orders for the erection of cars as follows: Four hundred and fifty box cars with the Union Car Company, of Buffalo, N. Y., and 1,000 hopper gondola cars, to be divided equally between the Milton Car Works, of Milton, Pa., and the Jackson & Woodin Manufacturing company, of Berwick, Pa." (*Carbondale Leader*, January 25, 1899, p. 5)

"ERIE AND D. & H. / Have Both Made Big Orders for Engines Recently. / Local railroad men will be interested to learn that the D&H has decided to order 1,500 new freight cars and 25 freight locomotives. These locomotives will be the largest ever built for use in this country and will be capable of hauling a train of 1,800 tons. This is double the amount of tonnage now drawn by the company's engines. The older pattern of locomotives will gradually be retired and the new ones substituted. . . ." (*Carbondale Leader*, January 25, 1899, p. 5)

Shown below is D&H Engine No. 7, *E. A. Quintard*, which pulled the first passenger train out of Carbondale. Given below the newspaper clipping is the very informative caption that was published with the photo some years later.



"CARBONDALE, Oct.30.--Many souvenirs and old photographs of Gravity days are in possession of Frank Ferrel, North Church street, this city. The one above shows engine No. 7 that hauled the fast train back in 1899. Left to right are: Francis Faatz, Mr. Ferrel, Guy Pattie, Arthur Histed, John Bryden and Bill Clift. Mr. Clift and Mr. Ferrel alone remain out of this group, and both are at present in the employ the D. & H. railroad. / Mr. Ferrel went to work on the D. & H. Canal company in 1867. His first job was to drive a team of horses which towed the canal boats, between Honesdale and Rondout. He was paid \$12 a month and board, and sometimes worked eighteen to twenty hours each day. He worked under Capt. Hughie Todd who commanded a freight carrier, and Capt. Peter Rodine who commanded a coal carrier. He spent two years at this work and in 1879 moved to Carbondale. / During his first three years in Carbondale, Mr. Ferrel attended school, and in 1873 he started to work for the D. & H. railroad. He was employed as a switch-tender at No. 1 on the old Gravity Railroad. During his many years of uninterrupted service he has held many different positions. He worked as a brakeman under Yardmaster Copeland for many years, and at present he is employed as a lamp-tender in the Carbondale yard. / In reminiscing, Mr. Ferrel recounted many hair-raising tales of railroading in the days of the old

Gravity, 'When you started down one of those old planes you never knew where you were going to land,' he remarked. 'You just held on and trusted to luck. I can't understand why we didn't have more accidents. But, the most remarkable thing about those days is that we never killed anyone.' / Mr. Ferrel is in possession of an old Gravity lock which was used to lock the cars to the track at night to prevent their theft. It is a very simple affair, but it certainly is foolproof and, as he remarked, the inventor of it 'knew his stuff.' " (undated newspaper clipping in archives of Historical Society)

More on "old No. 7" engine:

"One of the most attractive Delaware and Hudson engines ever to turn a wheel on the Pennsylvania Division, according to George Cotton, retired Wilkes-Barre roundhouse machinist, was the old No. 7, which was stationed at Hudson back in 1875. There were hand carved grapes on her tender so realistically done that one was tempted to pick them. The engine itself, moreover, was painted in a variety of colors in addition to the conventional black, and the numerous brass bands, handles, bell and flag staffs. The top of the smokestack was bright red, while dashes of gold and blue completed her gaudy dress. / The other two engines then assigned to Hudson [originally called Pumpkin Hollow, later called Mill Creek], Nos. 6 and 8, named *Mill Creek* and *J. J. Albright*, respectively, were also painted in bright hues. Numbers 7 and 8, both of which had four drivers, were known as road engines, and operated between Olyphant and Hudson; No. 9, a six wheeler, was used exclusively on mine runs." (Biographical Portrait of George Cotton, titled " 'Twas Called *Pumpkin Hollow*," was published on pp. 99-100 of the April 1, 1932 issue of the Delaware and Hudson Railroad Bulletin.)

The same photograph, with caption, was published at a later date in a Carbondale newspaper, very probably the *Carbondale Leader*.



OLD D&H LOCOMOTIVE NO. 7 stands ready in this photo to pull Gravity Railroad passenger cars on the first leg of their trip to Farview. Stationary engines will pull cars up inclined planes rest of the way. Photo was loaned by John Merrigan, 38 Darte Avenue, veteran D&H railroader. Two men standing at left are Mr. Fox and Mick Farrell. In the cab are Guy Little, trainman, and Oscar Husted, engineman. Standing by engine are Jack Bryden and William Clift. Picture was taken about 1889. (Schella reproduction).

February 1899

Given below is D&H timetable that went into effect on July 3, 1898. This timetable was published in the *Carbondale Leader* of February 4, 1899 (p. 7) and May 3, 1899 (p. 3)—which means that this is the timetable that was in effect both at the time the Gravity Railroad was closed and after the Honesdale Branch was opened.

DELAWARE AND HUDSON RAILROAD.	
July 3rd, 1898.	
Trains will leave Carbondale as follows .	
For Scranton and Wilkes-Barre: 6.05, 7.05, 8.05, 9.00, 10.00, 11.20 a. m., 12.45, 1.42, 2.50, 3.49, 5.01, 7.05, 10.00, 10.50 p. m.	
Sunday trains leave 8.55, 11.00 a. m., 1.15, 2.45, 5.00, 7.05 p. m.	
For Albany, Saratoga, Montreal, Boston, New England points, &c., 7.00 a. m., 3.05 p. m.	
→ For Waymart and Honesdale: 7.13, 11.01 a. m., 3.09, 6.08 p. m.	
For New York, Philadelphia, &c., via Lehigh Valley R. R., 6.05, 11.20 a. m., 12.45, 1.42, 3.49 (with Black Diamond Express) 10.50 p. m.	
For Western points via Lehigh Valley R. R., 7.05, 11.20 a. m., 2.50, (with Black Diamond Express) 10.00, 10.50 p. m.	
For Pennsylvania Railroad points: 6.05, 9.00 a. m., 1.42, 3.49 p. m.	
For New York, Philadelphia, &c., via Delaware, Lackawanna & Western: 7.05, 9.00, 10.00, 11.20 a. m., 10.50 p. m.	
For Elmira, Buffalo and Western points, via Delaware, Lackawanna & Western: 8.00 a. m., 12.45, 5.05, 10.50 p. m.	
Trains will arrive at Carbondale from Wilkes-Barre and Scranton as follows: 6.57, 8.31, 9.31, 10.51 a. m., 12.38, 2.00, 3.00, 4.30, 6.05, 7.05, 8.35, 9.53, 11.38 p. m., 1.54 a. m.	
Sunday trains arrive 9.43 a. m., 12.11, 2.31, 4.30, 6.25, 10.31 p. m.	
J. W. BURDICK, G. P. A., Albany, N. Y.	
H. W. CROSS, D. P. A., Scranton, Pa.	
For complete information relative to ticket rates and routes to all points in the United States and Canada, address	
H. W. CROSS, D. P. A., Scranton, Pa.	

“For Waymart
and Honesdale:
7.13, 11.01 a.m.
3.09, 6.08 p.m.

Interesting facts from many areas about the railroad and the shops:

“RAILROAD AND SHOPS. / A Few Happenings Gathered Among the Workmen of the City Today. / Owing to a blockade on the Delaware Lackawanna & Western R. R., the 6:20 train did not reach this city until 8:30 last evening and the south bound train scheduled to leave here at 7:05 did not leave until 8:00 o’clock. / **ARE IDLE.** / The culm washers between Archbald and Moosic also the northwest breaker suspended business Saturday on account of the cold weather and snow. / **NOT GOING OUT OF BUSINESS.** / The Delaware & Hudson Canal company has placed orders for the erection of 450 box cars with the Union Car company of Buffalo, N.Y., and 1,000 hopper gondola cars, to be divided between the Milton car works of Milton, Pa., and the Jackson and Woodin car building company of Berwick, Pa. / **USING LARGE CARS.** / A large number of cars in use on the steam railroad were loaded with lump coal at the Powderly mine chutes yesterday. These are the first cars of the kind to be used since the beginning of the Honesdale branch. Conductor Boyd Chase and engineer E. Williams with engine seven were doing the work of pulling the loaded cars to the yard. / **PAID SATURDAY.** / The employees of D. & H. steam road and shops were paid on Saturday. / **TAKING OUT THE ENGINE.** / A large force of men are engaged in taking out No. 1 engine on the Gravity under the direction of John Ryan of Honesdale, who has accepted a position with the D. & H. mine department. / **MR. BATES IS ILL.** / Thomas Bates of the D. & H. North Main street shop is confined to his home by illness. / **RESUMED HIS POSITION.** / James Robinson of Washington street has resumed his position as watchman at the North Main street shop after a few days’ illness. / **JUMPED THE TRACKS.** / Three empty gondolas were wrecked in the Bridge street arch of the Delaware & Hudson railroad at Scranton Saturday. No one was injured, but transit was interrupted for two hours. Alarming reports of the wreck of a passenger train and the loss of several lives at first went out through this city.” (*Carbondale Leader*, February 13, 1899, p. 5)

Snow drifts 12 to 15 feet high on the Honesdale branch:

"IN THE PATH OF THE STORM / Carbondale Snow Bound—Trains Run With Greatest Difficulty—The Mails—About Town. / Yesterday's blizzard brought business as near a standstill as possible. But few people were to be seen about the streets and in the different schools about the city but very few pupils were in attendance. The Traction company's lines [the streetcar] were kept open all day and late into the night with a great deal of expense and trouble. Today they were started on schedule time about noon, south but were blocked on Belmont street on account of the water from a bursted frozen fire plug which ran over the tracks for a distance

of about three hundred feet and freezing formed a thick layer of ice over the rails. / At noon a force of men were still at work trying to clean the tracks but the task is a very difficult one. / The Delaware & Hudson kept its passenger trains moving as best it could during the morning and afternoon, but when night came with its accompanying increase in the velocity of the wind the fight was given up in despair. The last train to leave for the south was at 7 p. m. and it was started only with the aid of a yard engine and its destination was reached with the greatest difficulty. The last train to reach here left Scranton at 9:45 p.m. and was fully forty minutes late when it arrived. / The Boston express due here at 10 p.m., was at Jefferson Junction at 11:30 p.m., and had not arrived in this city at noon today. The Honesdale branch was open during the day but trains were run with great trouble and were all very late. / Today the early morning trains were abandoned, the first trains moving north from Wilkes-Barre and Carbondale respectively at 8 o'clock. After that the regular scheduled trains were run and each made running time. On the Honesdale branch no attempts had been made to get trains through either way up to one o'clock. It is said that the snow is drifted twelve and fifteen feet high at some places along the line. / The mails were all several hours late excepting the Honesdale mail which was only half an hour later than the time scheduled for its arrival. Yesterday's New York papers did not arrive until 10:30 o'clock this morning. / Everybody turned out this morning and shoveled snow and there was plenty of it. In some places fences were out of sight—not the park fence—and at ten o'clock last night a snow bank fully five feet high occupied the driveway between the Main street pavement and the Columbia hose house. About the only fire plug that wasn't 'snowed under' was the one in front of the Episcopal rectory and that is frozen up. The street department men were at work early this morning digging the fire plugs out and making the street crossings possible and the city is rapidly assuming a more habitable aspect." (*Carbondale Leader*, February 14, 1899, p. 5) (emphasis added)

Carbondale's fire alarm system is a function of the gong at the head of Plane No. 28:

"THE WATCHMAN IS WRATHY. / Says He is Under no Obligation to the City to Give an Alarm of Fire. / Watchman Pierce, who is employed by the Delaware & Hudson company to take care of their interests at the head of 28 which for years has been Carbondale's sole fire alarm, come to this office with the information that no messenger come to him on Tuesday night to get him to blow the gong as an alarm for the fire on the south side and furthermore Mr. Pierce wishes it stated that there was plenty of steam in the boilers and that he saw the fire, but as he was not hired by the city to give an alarm it was none of his affairs. He also stated that if the work of locating the fire had not entailed a walk through the snow to the nearby knoll he might have blown an alarm. / Mr. Pierce took occasion to remark that the expressions of the city press infrequently accusing him of being asleep were unjust for the reason that he was employed by the company only to watch their interests and was under no obligation whatever to serve the city, although the company had told him that there was no objection to his using the gong to aid the

fire department. / Here is the 'clinch' for the fire alarm ordinance. Mr. Pierce asserts his unwillingness to be known as having any connection with the department. The 'ill natured' criticisms of the press has aroused his 'American independence' and he insists that the statement that there was no steam in the boilers [be] corrected and so it is. / The LEADER takes pleasure in doing so and also in announcing that the back woods fire alarm system upon which the city is dependent has been discontinued and heartily adds, 'may it stay so,' for as long as that 'excuse for an alarm was in existence the councils would never adopt an ordinance for a modern one now, that there is no 'alarm system' there is nothing left for them to do but to provide one—Every dollar invested in Carbondale properties is in jeopardy until some means of protection from fire is secured." (*Carbondale Leader*, February 17, 1899, p. 5)

The Gravity might be closed, but the D&H is moving forward, with gusto: 15 consolidated locomotives on order. "This is one of the largest contracts ever placed by the Delaware and Hudson with any single locomotive works and is also one of the largest in railroad history...":

"NEW ENGINES FOR THE D. & H. / An order for Fifteen Culm Burners Placed With the Schenectady Works. / 'The Delaware & Hudson railroad has just placed a \$150,000 contract for fifteen consolidated locomotives with the Schenectady Locomotive works. Of these engines it is thought that three or four will be placed on the Susquehanna division between Binghamton and Albany,' says the Binghamton Herald. 'All these engines are culm burners of the kind known as 'Mother Hubbard,' and are such as are now commonly in use on the Erie and Delaware, Lackawanna and Western railroads and their branches. Heretofore, the Delaware & Hudson management has refrained from extensively using this type of engines and what few have been used have been adopted more for ascertaining their real worth than for any other reason. But now that the engines have stood the test so well it seems likely that the management will place large contracts for culm burning engines with several locomotive works and as rapidly as possible replace the old style engine with the culm burner. / 'At present there are five culm burners in use on the Susquehanna division and all of there were turned out by the Dickson Locomotive Works of Scranton. They have stood the test well and have been used solely for freight and heavy grade work. / **THE ENGINES ORDERED.** / 'The contract placed with the Schenectady factory calls for ten consolidated freight locomotives with wide fire boxes, cylinders 21 by 26 inches, weight 130,000 pounds on drivers, total weight 150,000 pounds and also five engines of the same type, except that they are much heavier, having cylinders 22 by 28 inches, weight 160,000 pounds on drivers, total weight 180,000 pounds. / 'These last five engines are designed wholly for pushing locomotives on heavy grades and as this end of the line is sadly in need of some engines of this kind it is believed two of them will be sent here. Of the other kind of culm burners, included in

the contract, very likely two or three will be sent here. / 'All these kind of engines cost between \$10,000 and \$12,000 each or an average of about \$2,000 more than the old type, it can be seen this contract calls for \$150,000 at the least. This is one of the largest contracts ever placed by the Delaware and Hudson with any single locomotive works and is also one of the largest in railroad history. / 'The culm burner is a much heavier engine than any other kind, but is likewise the best kind of an engine for heavy draught work. Unlike other engines the huge fire-box hangs over the rear wheels and the engineer's cab is placed in the middle of the engine, behind the boiler, thus affording a clear lookout ahead. / LARGE DRIVING WHEEL. / 'An extraordinary large driving wheel is used, the diameter of the wheel on the average kind being 56 inches, thus affording a solidity generative of much unusual force. For grade work excellent facilities are afforded through a steam pressure of 180 pounds to the inch. / 'It is this strong tractive power that makes the use of the culm burner so desirable in grade work. The water tank affords a capacity of 4,000 gallons, the capacity of the coal tender is eight tons. As it is essentially a culm burner engine its economy in use of cheap coal is one of its most desirable features. (*Carbondale Leader*, February 18, 1899, p. 2)

The trustees of the D&H decide that the Company cease to operate its canal:

February 23, 1899: The trustees of the D&H adopt a resolution "That the Company cease to operate its canal, and that the officers be authorized to take action as may be necessary." The name of the company was then officially changed to the Delaware and Hudson Company. On April 28, the New York state legislature approved the abandonment of the canal in that state. The sale, lease, or discontinued use of the canal is authorized.

9907

March 1899

The ride over the railroad to Honesdale is not as smooth and enjoyable as it once was:

“RIDING OVER THE MOOSICS. / The Experiences of a Traveler Over the New Honesdale Branch—About Backing Up / A trip over the Moosic Mountains by rails is not now the thing it was in the days of the old and beloved gravity road. The same course may possibly be followed but the ride is not such a smooth and enjoyable one. This might be expected however on a road that is in a transition state and the difficulties now existing may soon be a thing of the past. A traveller over the Honesdale branch last week was particularly struck with the number of backward movements the train made. / He found the train standing at the Union station on the branch track leading to the back plane at No. 28 engine. When it started it could only be backward in order to reach the main line. On leaving the station it was whirled away to the

southern part of the city. This was on the southbound valley track and at that point it became necessary to get over to the north bound rails with which the Honesdale branch alone connects. A stop was therefore made and the train backed over a cross-over to a point at which it was in position to again start for Honesdale. A rapid run was then made to the vicinity of old No.2 plane where the cars were backed into a switch to allow the down train to pass. / Once more they were climbing up the mountain side; but when they reached the summit of the former tracks they did not stop. For quite a distance they rushed along the track leading up toward the dancing pavilion at Farview park. This was necessary because it must be remembered the train does not now come into Farview on a declining grade. It had so far been all up-hill work and now a change to down grade had to be made. So the train was again backed till it was switched to connect with the ropes of the fan that let it down the first plane to Waymart. / From there on the ride was a rapid one to Honesdale. In leaving for home on the return trip, however, another reverse motion was experienced. The little train was started in the old Gravity fashion and then backed down to meet the big locomotive that waited to pull it from beneath the shades of Irving Cliff and the frowning coal dumps that made the Maple borough great in the days of the canal. At Waymart one more such change was made to bring the cars in line with the planes leading up the mountain—and the traveller certainly had some reason to figure on the amount of ground he had gone over three times without being materially advanced.” (*Carbondale Leader*, March 3, 1899, p. 5)

More changes. The new branch to the coal pockets will do away with Plane No. 28 and the trestle connecting it with the pockets. The Jefferson Branch busier than ever:

"MORE CHANGES. / The Delaware & Hudson Is Building a New Branch to the Coal Pockets. / The Delaware and Hudson company have placed a gang of men at work laying a new wide gauge track from the lower yard to the weigh scales and transfer pockets. The bridge and trestle from John street to the pockets are being straightened by additional braces. One of the papers yesterday said that the freight depots in the railroad yard would be removed to the central city near the transfer pockets but the officials in this city will not confirm the report. / The entrance to the car shop is being enlarged to admit the larger cars and this indicates that the car repairing of the steam road will be done in the building. / The new branch will do away with No. 28 and the trestle connecting that place with the pockets. This will add greatly to the appearance of that part of the city as the present structure is very unsightly. It is to be hoped that the culm banks beneath will vanish with the trestle. / The lumber department of the Delaware & Hudson Canal company that has been conducted by the railroad department under C. R. Manville, superintendent, was on February 1st transferred to the coal department under C. C. Rose, superintendent. The business is carried on the same as it has been, with E. M. Peck in charge of all. The only change incident to the transfer, is that the office is now at Scranton. / Some changes are being made in the curve south of the city where the Honesdale branch connects with the

valley road. The curve was found too abrupt to admit of the passage of the large coal cars. It is said that the light gravity tracks to Archbald may yet be widened to allow of cars being brought direct by that route from the White Oak breaker. That a great deal of heavy rock work and excavating is to be done in this vicinity shortly is also very apparent, as the company's construction service was transferred from Albany to this city last week. It consists of a mammoth steam shovel, hoisting apparatus, a pair of stationary engines, with cars which, with the aid of an especially equipped locomotive, are cleared of their load in an incredibly short time. / There is still a growing impression that the Delaware & Hudson will before a great length of time have its own steam road to tide water. Many things that have occurred since the abandonment of the Gravity road and canal lead to the belief that the company has for some time had the project under consideration. / The Erie has been a great gainer by the arrangement that now exists for getting the Delaware & Hudson coal and freight out of this valley. The Jefferson branch was never in its history so busy as it is now." (*Carbondale Leader*, March 6, 1899, p. 5)

"I believe that the abandonment of the Gravity will in time be found to have been a positive gain financially and otherwise for Carbondale" _says Mayor O'Neill:

"THE FUTURE OF THE CITY. / Mayor O'Neill Sees Prosperity and Many Great Public Improvements Coming. / Mayor O'Neill will retire from office on the first Monday in April. He has been an able and progressive official. His vetoes have not always met with general approval but they were done in a conscientious spirit and under a strict interpretation of the law. / The closing year of his administration has been one of much promise—and also some panic. It began with the commencement of a large number of needed improvements. This was followed by a temporary scare over the abandonment of the Gravity railroad. The depression is however already a thing of the past [emphasis added] and he will go out of office with a bright prospect ahead for the city. He is a believer in the future of Carbondale. To a LEADER man he said recently: / 'I had hoped to see completed during my term the various public works commenced; but the weather willed it otherwise. I had become greatly interested in them and know that they will work a much needed change in the city. I can see a number of important improvement projects unfolding themselves in the future of the city and from the spirit of the councils in the past it can be safely said they will be taken up and disposed of in a progressive way by coming officials. / I believe that the abandonment of the Gravity will in time be found to have been a positive gain financially and otherwise for Carbondale. [emphasis added] This is an era of changes—and some big ones are yet to be made that will be a great thing for the city. The doing away with the Gravity opens up possibilities heretofore little thought of, for increasing our business interests and the desirability of much unoccupied land. The project of extending Salem avenue to Hospital street is entirely feasible and it would give a splendid outlet for the city in that direction. / 'The Seventh avenue and No. 1 plane bridge questions are of course now a thing of the past as the streets at those points can be connected by filling in the sites of the old Gravity tracks. Bridges are expensive to keep in repair and are short lived; so they are not be thought

of when a small expense for filling will give the city permanent roadways. Rather than continue to maintain the bridge over No. 1 plane I believe the Delaware & Hudson would be willing to give the city the land necessary for the filling. / 'A handsome place can now be made of that spot. As the cars are to run on the plane no longer Terrace street should be at once connected with Canaan. Then the space between Terrace and Church streets filled in and graded—forming a fine plaza. In fact the whole plane could be secured by the city and turned into a new street; thus making salable for residence purposes the rear ends of the Canaan street lots. / 'The demise of the Gravity makes possible the continuation of Laurel street to Canaan. It is unnecessary to dwell upon the great benefit this would be to a large section as all business and pleasure vehicles using Canaan street must now go clear to Church street before being able to reach other portions of the city. Carbondale will continue to grow—but the best way to boom it is by providing ample and convenient inlets from the surrounding country in all directions.' " (*Carbondale Leader*, March 9, 1899, p. 2)

Accident on Plane No.1 as the boilers and engines were being lowered down the plane:

“GRAND FINALE OF THE GRAVITY. / Boilers and Cars Go To ‘Everlasting Smash’ on Number One Plane—A Broken Cone. / A singular accident was caused Saturday afternoon shortly after five o’clock on No. 1 plane by the breaking of a cone. The boilers and engines in use at No. 1 head had been loaded on flat bottomed cars which stood on what is known as the loaded track or the track used in pulling the cars up the plane. In order to let the cars carrying the boilers down the plane, the traps were removed and a rope stretched from a car on the light track where the cars are let down by a drum and fan arrangement. / A number of cars were run down successfully in this manner, being first pushed up the incline at the head and then allowed to run over under brakes, while the car on the light track was caught on the ‘stub,’ a device used to hold the cars while they are being ‘hooked on.’ It was in ‘stubbing’ the car that the cone broke letting the trip run to the bottom. / The cars gained in speed every instant. They fairly flew under the bridge at Church street and when they struck a trip which was standing at the foot the force of the impact rattled the windows in the nearby houses. The momentum was so great that the runaway trip ran under the standing cars piling their cargoes in confusion on all sides. / Two cars standing a few feet from the first trip were struck by it and sent whizzing up the track where they collided with another standing trip with such force that the first car was derailed. / All day yesterday the scene was visited by hundreds of people anxious to see the first wreck of the kind that had ever occurred on the line of the gravity railroad. Expressions of surprise and wonderment were heard on all sides and amateur photographers flocked from all sides to get a ‘snap-shot’ of the remarkable wreck, that marks a part of the finale of the Gravity railroad.” (*Carbondale Leader*, March 13, 1899, p. 2)

Plane No. 1 was, in 1874, "the scene of the greatest railroad wreck in all history—for the number of cars destroyed":

“Saturday’s wreck at No. 1 plane [see article immediately above] was undoubtedly the last that will occur on that section of the old Gravity. While few accidents have taken place there in the past, No. 1 bears the unenviable distinction of being the scene of the greatest railroad wreck in all history—for the number of cars destroyed. It is now fully twenty-five years since the disaster occurred [1899 – 25 = 1874] but it still remains fresh in the minds of all who were residents of Carbondale at the time. Early one Monday morning in February some boys were amusing themselves by letting off the brakes of a long train of light cars standing on a switch at the head of the plane. The cars finally started and the pressure behind them was so great that in a few moments the train was beyond control. Down they rushed over the head of the plane and began to pile up in shattered fragments beside the track as they were thrown from the rails by the safety latches. Such was the force of propulsion by the rear portion of the train that the forward cars were forced over one another till nearly the entire length of the plane was strewn with debris. The news spread like wild fire and there was a general rush to the spot from all parts of the city. Enterprising photographers made pictures of the wreck and one of these was until recently an interesting part of the furniture of No. 1 head house. The official reports to the company showed that 126 cars were demolished or badly injured in the wreck.” (clipping in a Gritman scrapbook, probably from a Carbondale newspaper, dated MONDAY, MARCH 13, 1899)

Widening of the tracks in the vicinity of the old Gravity car shops, under the personal supervision of roadmaster R. W. Kellow and superintendent C. R. Manville; raising the rails three inches on the Farview/Waymart/Farview planes:

“MANY CHANGES ON THE D. & H. / April May See an Addition of Several Crews to the Honesdale Branch—New Tracks. / A large force of trackmen are at work on the tracks near the foot of No. 1 plane widening the narrow gauge to the standard. Yesterday the same force was employed in widening the gauge of the tracks on the ‘high works’ to the head of No.28 but this is thought to be for temporary use, perhaps to get the engines and boilers from that place. The slope rode will be abandoned but the trestle will be maintained as far as the steam road for switching purposes. / The work now going on at No. 1 foot and the material used indicates that the improvements are of a permanent character. That the old Gravity car shops will be used as repair and car building shops for the steam railway is indicated by the enlargement of the doorway, the work of which is now going on, and the widening of the tracks leading to it and inside. The track work that is being done is under the personal supervision of roadmaster R. W. Kellow and superintendent C. R. Manville. / It is rumoured that the company will begin to ship coal over the new branch about April first. The trial trips made on the planes between Farview and Waymart with the gondolas and the subsequent raising of the rails about three inches to allow the brake mechanism to pass over the pullies freely is regarded by railroad men as proof that the gondolas will be used instead of the small cars. Another rumor that lends considerable color to the project is that a number of Delaware & Hudson officials recently visited Shamokin for the purpose

of inspecting a plane at that place which is used to lower heavy cars. It is said that on this plane a steel wire cable 2 ½ inches in diameter is in use. / The project is a leading topic with the railroad men and one of them has outlined a plan whereby seven crews can be used to advantage over the present system. / The surveyors have finished their work and the profiles of the several routes have been forwarded to Albany for the approval of the officials. Many think that the coming spring will see a radical change in the line. The horseshoe curve is regarded as too dangerous a piece of road to maintain where the company possesses so much land which can be used to advantage in making a less dangerous route." (*Carbondale Leader*, March 14, 1899, p. 5)

The Erie moves quickly to make sure that a railroad is not built over the route to the D&H Canal:

LeRoy, part 9: "Early in 1899 the Delaware Valley and Kingston Railroad was chartered for the expressed purpose of constructing a railroad over the route of the D&H canal from Kingston to Lackawaxen, there to connect with the Pennsylvania Coal Company's road and thus deprive the Erie Railroad of that company's traffic. The Erie acting quickly to defeat this scheme, purchased outright the railroad property of the Pennsylvania Coal Company which it had operated under a lease agreement and as a further safeguard, bought up the right of way of the canal, thus preventing any competitor from building over a parallel route. This was the final disposition of the corpse of the old D&H canal."

See the article titled "DELAWARE AND HUDSON CANAL BILL / Measure Likely to be Reported in Both Houses This Week" in *The New-York Times* of March 20, 1899. This is the bill that would authorize the D&H to sell or discontinue to use or maintain its waterway from Rondout to the Pennsylvania coal fields. This bill was introduced in the Senate on January 25 by Mr. Goodsell and in the Assembly by Mr. Kelsey. "In addition to this authorization, the bill empowers the canal company 'to use any part of its net earnings or surplus for the purpose of purchasing or extinguishing securities or shares of stock of itself or of any corporation with which it may have entered into any contract or lease or upon whose securities or stock it may have become liable to pay interest or dividends.' / The amount to be used and the time and manner in which they shall be applied are to be fixed by a majority vote of the stockholders of the company." ("THE DELAWARE AND HUDSON CANAL. / Bill to Permit the Company to Abandon the Waterway, *The New-York Times*, January 26, 1899).

The Delaware & Hudson Canal company will not build a railroad along the line of the D&H canal:

"NO RAILROAD TO BE BUILT. / All Hopes for a Line Along the Old D. & H. Canal Are Now at an End. / Since the announcement made by the Delaware & Hudson Canal company of its intention to discontinue the use of the canal for the transportation of coal, it was believed by many that a railroad would be built and operated by the company along the line of the canal. It was stated that a man named Butler had gone over this route seeking to obtain the right of way for a railroad from the land owners, and the changes being made in widening the Gravity road to

the standard gauge and using steam power instead of the gravity system, afforded additional grounds for the belief that the canal would be supplanted by a railroad. / The representatives from this village and town [Port Jervis], and of Sullivan county towns who appeared before the railroad committee in the senate last week and listened to the remarks of Mr. Wilcox, general counsel of the canal company and Mr. Carr attorney, were thoroughly convinced that there is no intention on the part of the Delaware & Hudson Canal company to built the railroad down the Delaware valley or to Kingston. Their desire seems to be to dispose of what they now consider to be an elephant on their hands, except that portion of the canal between Rosendale and Kingston, which they will retain for the transportation of cement. / Mr. Wilcox, in his remarks, said the company was chartered in 1823, in order to construct a waterway and transport coal by boats to New York city. In 1867 it became evident that coal could be carried cheaper by rail than canal, and the company was authorized by the legislature to carry its coal by rail, which they have since done to a considerable extent. [emphasis added] The canal had been run at a great loss and things were at such a pass that the company resolved that it was no longer a practical method of transportation. They had decided to discontinue using the canal, and the \$7,000,000 which had been expended in its construction had been wiped off the books of the company, and the canal was considered as so much waste property. Mr. Wilcox said that they had been approached by various parties, who were desirous of utilizing the canal for railroad and other purposes, and the bill before the legislature was to authorize them to dispose of the property, the same as a railroad is permitted to dispose of its property. / Mr. Carr, following Mr. Wilcox, said the company had no desire of getting rid of its legal obligations in the matter of restoration of highways, bridges, farm crossings, water courses, etc., the latter of which they expected to restore, as far as possible, to their original channels, and as to sanitary matters, 'we must under the laws' said he, 'so long as we own it.' That which the company considered of some value was the right to take water from the Delaware, Mongaup and Neversink rivers which might be made useful as a water power, and as to the reservoirs in Sullivan county, the company might have to destroy them, unless disposed of to other parties for other purposes.—*Port Jervis Gazette*" (*Carbondale Leader*, March 22, 1899, p. 6)

9908

April 1899

Excursions will still be run to Farview, some by the Erie, and the open cars will be used between Carbondale and Honesdale; the D&H Paint Shop, which was recently partially destroyed by a fire is being torn down:

"THE SEASON AT FARVIEW. / It Should Be One of the Liveliest of Recent Years—Excursions on the Erie. / The coming season at Farview promises to be one of more life than has characterized that popular resort for several years. The advent of warm weather has turned the attention during the past few days of numerous societies to their annual outing and already several bookings have been made for that place. / One of the greatest regrets felt last fall on the announcement of the closing of the Gravity railroad was that Farview would probably cease to exist. There was corresponding pleasure when the building of a wide gauge road was announced and it may now be said to be a settled fact that efforts are to be put forward to give the resort a

greater patronage than ever. / It is generally acknowledged that the Erie will run a large number of excursions there from New York during the season and as the open cars are to be used between this city and Honesdale that novelty will still be given to excursionists. It was rumored today that at least the three planes from Farview to Waymart would be retained as a feature of the old Gravity but inquiring of the officials of the road brought out the information that the future of those planes had not yet been decided upon. / The Delaware and Hudson company will as usual open the park Memorial day with an excursion under their auspices. They will also conduct the excursion on July 4. The A. O. H. of Lackawanna county have secured the park for June 20; St. Laurence Catholic church for July 26; and our own Mozart band for Labor day, September 4. / One pleasant feature that will be missed in the new railroad arrangement is the advantages offered to excursionists to see Carbondale by getting off at the Union station and walking to the Main street Gravity station. Many musical organizations also adopted this plan as an advertising medium. Hereafter excursions will be transferred at once at the Union Station. / The rails on No. 2 plane are being taken up by the Delaware & Hudson employes and all of the cars have been taken from the switchback. This confirms the belief that this part of the system will be abandoned permanently. / Workmen are tearing down the Delaware & Hudson paint shop which was partially destroyed by fire recently. It is said that this branch of the work will hereafter be done in one of the buildings formerly used for Gravity purposes." (*Carbondale Leader*, April 14, 1899, p. 5)

The New York Assembly authorizes the D&H to abandon its canal. Small canal boats and small canals no longer pay in this country. ". . . small canals do not fit into the scheme of colossal enterprises which are now the characteristic feature of American progress":

"The Passing of the Small Canal. / The New York Assembly on Monday passed a bill to allow the Delaware and Hudson Canal Company to abandon its canal running from Kingston, on the Hudson to the Pennsylvania coal fields. Several other canals between the Pennsylvania coal fields and river navigation or tide water have been abandoned, owing to the great cheapness of [emphasis added by SRP] railroad freightage, which is much less than a cent a mile a ton. Some of the canal companies gave up the struggle after very little effort, but the Delaware and Hudson Company made a sturdy effort to stem the tide of railroad competition. But the time has come when small canalboats and small canals do not pay in this country. / Small canals in Europe still pay because they are not crowded out of business by extremely low freight charges such as have made American railroads unrivaled in the history of land transportation [emphasis added]. / The United Kingdom's network of canals, 3,800 miles long, brings all parts of the country into water communication with the four great river systems, the Humber, Mersey, Thames and Severn. Canals and canalized rivers converge from all sides on Paris, and the 3,000 miles of canals in France are a most prominent feature in the country's 8,000 miles of navigable waterways. Canals are far more important in the internal communication of France, Germany and Holland than of Great Britain, where railways have made large inroads on their business, and they will always thrive where slow transit is no objection and railroad freight rates do not compete. But small canals do not fit into the scheme of colossal enterprises which are now the characteristic feature of American progress." (clipping in Gritman scrapbook, dated Wednesday, April 16. 1899)

D&H awarded U.S. mail contract to Honesdale:

“After May 1 the Delaware and Hudson company will convey the mail to Honesdale. The postal department has notified Mr. Skinner, who has the stage contract, of the proposed change. Two mails a day will be carried, as prior to Jan. 1. Since Mr. Skinner took the contract only one day has been skipped. That was caused by a blizzard.” (clipping in Gritman scrapbook from 1899, possibly Wednesday, April 16, 1899]

Changes in many areas along the route of the Honesdale Branch; the foot bridge at Farview is moved 50 feet; heavy gondolas and large box or freight cares now lowered down the Farview / Waymart planes:

“MANY CHANGES BEING MADE. / The Honesdale Branch a Scene of Renewed Activity—Changes Temporary and Permanent. / All along the line of the Honesdale branch are signs of renewed activity. At the lookout, which by the way, we may as well begin to call Carbondale junction, a gang of workmen are laying switches from the south bound track to connect with the Honesdale branch, an improvement that obviates the necessity of trains ‘backing up’ to get on the north bound track in order to get on the branch, a feature that was formerly touched upon in these columns. At Bushwick there is a decided change. A new track has been laid almost parallel with the present line that reduces the grade at the curve to a minimum. Instead of climbing a grade eighteen or twenty feet on less than 125 feet of track, the new route is some five or six hundred feet in length and the grade is consequently lessened in proportion. / It will be remembered that about a mile above Bushwick is another sharp curve. Here there are also signs of another radical change in the line. Near this point new embankments are being made and road bed established by surveyors to guide the workmen are in evidence. All along the line are distributed new ties and the changes that are being made are such with the material used as to convey an idea of permanency. / At No. 3 culm pile a new switch of heavy rail has been laid and a new bridge to carry the tracks over Racket brook has been constructed. The materials used show that the switch is not for temporary purposes. The immense washery now in course of erection is the probable cause for laying the branch at this point. At Farview a large force of workmen are engaged in relaying tracks and strengthening the present road bed. The use of ‘scrap rail’ or rail that has been in use on the ‘division’ gives rise to the supposition that the work here is temporary, perhaps to last only while the planes are used, but again at the foot of the planes in Waymart, old switches and trucks are being replaced by standard rails; this would substantiate the theory that they were being laid with a view to permanency. / At Farview the foot bridge that crossed the tracks at the station has been moved to a point about fifty feet below where it formerly stood. Heavy gondolas are now being let down the planes, one at a time and even the large box or freight cars are in use and are lowered singly from Farview to Waymart.” (*Carbondale Leader*, April 17, 1899, p. 5)

Carbondale must show itself ready to receive large numbers of excursionists:

"TO HELP THE TOWN ALONG. / How a Correspondent Believes Excursionists Should Be Treated—Go on With Improvements. / To the Editor of The LEADER: / Of late we have received

several thousand people from the metropolis and other places in eastern New York who have enjoyed an outing by way of the Erie road over the Moosic mountain. Those people seem to have enjoyed the ride very much. / The varied change of scenery and bracing mountain air made a pleasant trip for those confined in the narrow streets of the great city. / But we do not seem to be prepared to properly receive such company. Arrangements should be made for properly appointed guides to receive them on their arrival and give them all necessary information about the town, especially of the coal industry show them to a mine entrance and a coal breaker if they do not have time to enter a mine. / The people who have already come were mostly steady, quiet, intelligent persons anxious to see what was of interest in a coal mining city. / If we will receive these people with due respect and make it pleasant for them while they are here, Carbondale may be helped and improved very much. The city will grow and become known to a large number of people. We should improve our streets and walks yet more, trim and cut down dead trees and branches and beautify our lawns and gardens if we expected visitors. / We were sorry to see the accusation Monday by some writer against the excursionists who were occupying the park. We had the pleasure of being there while some of those were quietly sitting in the shade of the trees enjoying the fountain and quenching their thirst with the fresh water, some of which was cooled by ice furnished by the man in charge of the park. The visitors spoke very highly of the park. / Some towns work a long time and spend much money in advertising to induce excursionists to visit them; then they may only receive local benefits as Sunday school picnics, &c. Now Carbondale, without any effort on her part has already received a good start. Let her improve the opportunity and help to build up the town as well as to please the excursionists. AMOS." (*Carbondale Leader*, April 22, 1899, p. 2)

April 28, 1899: the New York legislature passed an act authorizing the D&H to discontinue its Canal and to change the company name to "The Delaware and Hudson Company." Here is the text of that act:

CHAPTER 469. LAWS 1899.

AN ACT TO AMEND CHAPTER EIGHT HUNDRED AND FORTY-ONE OF THE LAWS OF EIGHTEEN HUNDRED AND SIXTY-SEVEN, ENTITLED

"An act to amend an act entitled 'An act to incorporate the President, Managers and Company of the Delaware and Hudson Canal Company,' passed April twenty-third, eighteen hundred and twenty-three."

Became a law April 28, 1899, with the approval of the Governor. Passed, by a majority vote.

The People of the State of New York, represented in Senate and Assembly, do enact as follows :

Section 1. Chapter eight hundred and forty-one of the laws of eighteen hundred and sixty-seven, passed May ninth, eighteen hundred and sixty-seven, entitled "An act to amend an act, entitled 'An act to incorporate the President, Managers and Company of the Delaware and Hudson Canal Company,' passed April twenty-third, eighteen hundred and twenty-three," and constituting chapter two hundred and thirty-eight of the laws of eighteen hundred and twenty-three, is hereby amended by inserting therein the following new sections to be known as sections three, four, five and six.

3. Whenever it shall appear to the managers of said canal company that it is able to fulfill the aforesaid purpose of opening and of mining and bringing to market a supply of stone coal which is found in the interior of the state of Pennsylvania more economically by rail over its own or other lines than by its canal, it shall be lawful for said company, and it is hereby authorized and empowered by vote of said managers, to lease, sell or discontinue to use or maintain said canal, or any parts thereof, which in their judgment are no longer necessary for said purpose.

Managers authorized to dispose of Canal or discontinue its use.

4. Whenever the said company shall exercise the power and authority granted in section three of this act to discontinue to use or maintain said canal, or any part thereof, it shall, within a reasonable time thereafter, restore the highway crossings of such part of said canal as is so discontinued to their former state, so far as the same can be done, either by the removal of the bridges thereover and the approaches thereto and filling in the bed of the canal at such crossings, or in such other way as may be found most practicable for that purpose. It shall also be the duty of said company, in the event of such discontinuance of said canal, or any part thereof, to make such provision for the private crossings over that part of said canal so discontinued as will furnish those entitled thereto a suitable crossing thereover, either by the removal of the bridges and approaches now existing at and for such private crossings and filling in the bed of the canal thereat, or in such other way as may be found most practicable for that purpose. It shall also be the duty of said company, in the event of such discontinuance of said canal or any part thereof, to make such provision for the streams now discharging into said canal on that part of it which may be so discontinued as will restore them to their original channels; but where to make such restoration has become, or is now, impossible, such provision shall be made for the discharge of the water of such streams from said canal as the existing situation now permits, and as will avoid injury to other property. It shall also be the duty of said company, its successors or assigns, to take such precautions and make such provisions for the carrying away of water that may flow into the bed of such portion of said canal as may be discontinued as will prevent such stagnant pools of water therein as are liable to become injurious to public health.

Company must restore high-ways and provide private crossings, if canal be discontinued.

Must also restore streams to original channels or make suitable provision for their discharge.

Company must prevent water from stagnating.

5. It shall be lawful for said canal company, and it is hereby authorized and empowered, to use any part of its net earnings or surplus for the purchase or purchasing or extinguishing of securities or shares of stock of itself or of any corporations with which it may have entered into any contract or lease, or upon

Any part of Company's net earnings may be used to purchase or extinguish certain securities.

How, when,
and to what
extent net
earnings may
be so applied.

whose securities or stock it may have become liable to pay interest or dividends. The amount to be so used and the time and manner in which the same shall be so applied shall be fixed by a vote of a majority of the stockholders present at any meeting in person or by proxy. Such action may be subsequently modified or rescinded after notice of the changes contemplated given for the same time and in the same manner as is required regarding notice of the annual meetings of the company and by a vote of the stockholders, such as is above specified, at a regular or special meeting pursuant to such notice.

Change of
corporate
name.

6. The corporate name of said company is hereby changed from "The President, Managers and Company of the Delaware and Hudson Canal Company" to "The Delaware and Hudson Company," by which last mentioned name it shall be hereafter known and designated with the same force and effect as though it had been originally incorporated by that name.

2. This act shall take effect immediately.

9909

May 1899

Will the new D&H steam line pass through Waymart? Very large equipment orders placed by the D&H:

"ERIE MAY USE CITY STATION. / Matters New About the Honesdale Branch—Company Buying New Engines and Cars. / The options held by the Delaware & Hudson company on lands in the vicinity of Waymart have all expired and the people of that little town are beginning to fear that the proposed new route to Honesdale [the steam line] will not run through their place. A *Leader* man went over the line a short time ago and gave a detailed account of the work under way. The most radical change so far is at Cold spring where a trestle is erected for the purpose of making an embankment which will lessen the grade at that point. It is understood that trackmen have orders to place new and heavy material between Waymart and Honesdale; while between Farview and Carbondale repairs are to be of a temporary nature. Two new gangs of workmen have also been added on the section between Waymart and Honesdale. There is yet no official information to be gained. / **A RUMOUR. /** Rumor has it that the Erie trains will arrive and depart from city station in the near future and that Union depot will be utilized for other purposes. What lends color to this rumor is the fact that D. & H. land occupied by other parties near the station has been vacated by order of the company. To the observer this

would seem to indicate that the company will use the land for switches. This rumor also lacks official confirmation. / **NEW EQUIPMENT.** / It is gratifying to note that the company are now introducing new and larger equipment, which will of course, reduce the expense of transportation and increase the earnings. We understand that the company has recently given the Dickson Manufacturing Co., of Scranton, an order for ten new locomotives, and another to the Schenectady Locomotive Works for fifteen others. In fact, we learn the company have in all twenty-seven new engines now building for them, some of which will weigh eighty-five tons. When it is stated that their heaviest engines will scarcely exceed fifty-five tons, the radical changes which the Delaware and Hudson are making are more fully realized. We hear that the company have recently placed order for 4,000 coal cars—nearly four times the capacity of their present cars. These changes and others which we shall have occasion to allude to subsequently certainly mean a great deal for the owners of this property." (*Carbondale Leader*, May 4, 1899, p. 4)

Plymouth and Mill Creek round houses to be closed:

"D&H. CHANGES. / A Shake Up Predicted on the Pennsylvania Division. / In accordance with a recent order issue by superintendent Manville of the Delaware & Hudson, the engines now stationed at Mill Creek and Plymouth respectively, will be removed to the round house in this city, and the crews will be compelled to take up their residence in the vicinity of the round house. / There are two engines at Plymouth and four at Mill Creek. The round houses at these two places will be abandoned and the wipers will be transferred to Wilkes-Barre. By centralizing their motive power in this way considerable expense is dispensed with and more satisfactory results in other respects will be attained. / The Delaware & Hudson is making many changes, and several of the old employes are on the ragged edge of uncertainty.—Last week seven of the oldest passenger conductors on the A. & S. division were discharged, and rumor has it that the Carbondale division will come in for a cleaning up also.—*Wilkes-Barre News*. (*Carbondale Leader*, May 6, 1899, p. 5)

D&H managers for 1899 elected at annual meeting in New York:

"D. & H. STOCKHOLDERS. / Managers elected at Their Annual Meeting in New York. / The stockholders of the Delaware & Hudson Canal company, at their annual meeting in New York yesterday elected the following board of managers: James Roosevelt, Robert M. Olyphant, William H. Tillinghast, Alfred Vansantvoord, Alex E. Orr, Chauncey M. Depew, James W. Alexander, James R. Taylor, Horace G. Young, John Jacob Astor, R. Somers Hays, Frederick Cromwell and David Wilcox. The last named takes the place of James A. Roosevelt, who died during the year. / The stockholders voted affirmatively on an ordinance providing for the establishment of a sinking fund from the sale of coal. This is to be not less than five cents per ton and will amount to \$175,000 or \$200,000 per year as a minimum charge before dividends.

The sinking fund is to be used whenever possible in retiring the company's securities. / This sum is to be invested, as the managers may dictate, in the stock or securities of the company or of a company owned or leased. In case such investment may be inexpedient the money may be invested otherwise, temporarily. No permanent investment under this sinking fund may be re-issued, but is to be retired and cancelled." (*Carbondale Leader*, May 10, 1899, p. 5)

Union Station will be abandoned. Erie trains to use Seventh Avenue Station. A new bank being made along the canal:

"TO ABANDON UNION STATION. / Erie Trains Will Leave Seventh Avenue—Changes in Time Table—A New Water Crane. / The work of laying the switches at Seventh avenue station was begun this morning, a large force of men being employed in excavating and making a new bank along the canal; laying new ties for a crossover just below the old 'high works' crossing, and new and longer ties near the ash pile at '28' for the switches. / The theory advanced in the LEADER a few days ago that Erie trains will arrive at and depart from city station was confirmed by an interview with superintendent C. R. Manville this morning. Furthermore, superintendent Manville stated that Union Station will be abandoned. When asked whether or not the building would be used for other purposes, Mr. Manville replied that it would not and added that it would probably be removed. / The Erie company will begin to use city station a week from next Sunday and the changes in the time table of the Delaware and Hudson made necessary by the abandonment of the upper station will be made next Sunday. The changes are not very extensive, however, but one very marked one being made. That is the train arriving in this city from Nineveh, at 3:50 o'clock. It will after the change, arrive at 2:30 o'clock. The Sunday train leaving here at 11 o'clock will leave at 11:20 the same time as the week day train. The other changes are small and in all probability will consist mainly of the omission of the union station leaving time. / For the use of engines making long distance runs, a water crane leading from the tank at the head of '28' will be placed at city station." (*Carbondale Leader*, May 10, 1899, p. 5)

Round-trip fare to Farview will remain thirty cents:

"ONLY RUMORS. / Somebody started the rumor this week that transportation rates on the Honesdale branch were to be raised this summer and that excursion tickets to Farview would hereafter be fifty cents. Inquiry at the ticket office of the company show this story to be without any foundation. It will still be thirty cents to Farview and return. . ." ("TRACK WILL BE READY TONIGHT. . . *Carbondale Leader*, May 13, 1899, p. 5)

D&H Timetable, May 14, 1899:

In the Delaware and Hudson Railroad timetable, dated May 14, 1899, that was published in the July 12, 1899 issue, p. 8, of the *Carbondale Leader*, we read: "Trains will leave Carbondale as follows: / For Waymart and Honesdale: 7:13, 11:01 a. m., 3:09, 6:08 p. m. "

DELAWARE AND HUDSON RAILROAD,

May 14, 1899.

Trains will leave Carbondale as follows;

For Scranton and Wilkes-Barre: 6:05, 7:05, 8:00, 9:00, 10:00, 11:20 a. m., 12:45, 1:42, 2:50, 3:49, 5:05, 7:05, 10:00, 10:50 p. m.

Sunday trains leave 8:56, 11:21 a. m., 1:16, 2:46, 5:01, 7:06 p. m.

For Albany, Saratoga, Montreal, Boston New England points, &c., 7:00 a. m., 3:50 p. m. (daily)

→ For Waymart and Honesdale: 7:13, 11:01 a. m., 3:09, 6:08 p. m.

For New York, Philadelphia, &c, via Lehigh Valley R. R., 6:05, 11:20, a. m., 12:45, 1:42, 8:45, (with Black Diamond Express) 10:50 p. m.

For Western points via Lehigh Valley R. R. 7:05, 11:20 a. m., 2:50, (with Black Diamond Express) 10:00, 10:50 p. m.

For Pennsylvania Railroad points: 6:05, 9:00 a. m., 1:45, 3:49 p. m.

For New York, Philadelphia, &c., via Delaware, Lackawanna & Western: 7:05, 9:00, 10:00, 11:20 a. m., 10:50 p. m.

For Elmira, Buffalo and Western points, via Delaware Lackawanna & Western: 8:00 a. m., 12:45, 5:05, 10:50 p. m.

Trains will arrive at Carbondale from Wilkes-Barre and Scranton as follows: 6:57, 8:31, 9:31, 10:51 a. m., 12:38, 2:00, 3:00, 4:30, 6:05, 7:05, 8:35, 9:55, 11:38 p. m., 1:54 a. m.

Sunday trains arrive 9:42 a. m., 12:10, 2:59, 4:59, 6:24, 10:30 p. m.

J. W. BURDICK, G. P. A., Albany, N. Y.

H. W. CROSS, D. P. A., Scranton, Pa.

For complete information relative to ticket rates and routes to all points in the United States and Canada, address,

H. W. CROSS, D. P. A., Scranton, Pa.

"For Waymart and Honesdale: 7:13, 11:01 a.m., 3:09, 6:08 p.m."

Horse racing of the 'gilt edge variety' at Carbondale's Anthracite Park:

"THE RACES / Much Interest Is Being Aroused Over the Coming Meet at Anthracite Park. / The prominence of the men who have taken it upon themselves to give Carbondale good horse racing during the coming season will insure the attendance of the best people of the city at all of the events. The opening event on Memorial day will be cheered by society in its smartest clothes and they will undoubtedly see racing of the gilt edge variety. Already the track is in prime condition and for the first time this season a number of local owners 'worked out' their steeds on Friday. The workmen engaged are to be kept at work however until the day of the races in order to get the track in 'fast' condition. / An event of the day about which no small amount of interest is already centered is the gentleman's race, an event confined to owners of road horses without marks. Probable entries are Williams and Likely's 'Napoleon,' G. E. Mills' 'Belle,' J. B. Nicholson's 'Daisy,' Frank E. Burr's 'Madge,' I. Val Hollenbeck's 'Dandy,' John S. Niles' 'Victor P,' C. W. Fulkerson's 'Snowden.' " (*Carbondale Leader*, May 16, 1899, p. 5)

D&H employees may not enter a saloon during working hours:

"Re-issued the Order. / The Delaware and Hudson company has just re-issued an order prohibiting its employes from entering a saloon during working hours. The order is very imperative and any violator of it who is detected is sure of dismissal." (*Carbondale Leader*, May 16, 1899, p. 5)

Will there be a steel bridge over the railroad tracks at Eighth Avenue:

"YET ANOTHER BIG CHANGE. / A Steel Bridge Over the Railroad Tracks at Eighth Avenue Is Talked of. / A measure of the greatest importance to the city has just been proposed on the part of the Delaware and Hudson company and is now under consideration by the three parties directly concerned. They are the city, the Delaware and Hudson company and the Carbondale Traction company. / The proposition is for the building of a steel viaduct over the Delaware and Hudson tracks at Eighth avenue. Coming from that corporation the proposition gives added color to the belief that a large freight or coal yard is soon to be constructed on the present air lots near that point. The company have agreed to the terms of J. J. Pidgeon for the purchase of his property at the Eighth avenue crossing but the transfer of the same has not been completed. They are anxious for him to vacate and Mr. Pidgeon told a LEADER man yesterday that he had consented to give them possession on July 1. It is said that the company's purchases have not as yet extended to the Burnett property on the other side of the old Gravity track but they undoubtedly will if the yard scheme is to be carried out. / The building of a viaduct there is

a matter that should be accepted at once and hurried to completion—now that the corporations interested have taken the initiative and will do their share. By commencing near the gas house an easy grade will carry the roadway over all present and future tracks with the exception of the 'gas house' switch. / The viaduct would give an excellent opening to the west side and do away with the dangerous grade crossing now existing there. This crossing is always a subject for complaint and may yet be the scene of a great accident. It is a continued source of expense to the Traction company and would be more so if additional tracks are put in by the D. & H. / The erection of the viaduct would make unnecessary other expenses for changing Seventh avenue as has been proposed. It would place out of service the iron bridge now carrying over the Gravity track and this structure can be at once be placed over Racket Brook at Terrace street where otherwise a new bridge will have to be built this summer. The structure is in excellent condition and just suited to meet the Terrace street difficulty. / Now that the two corporations mentioned seem anxious for the viaduct the city should jump at the chance to secure such a needed improvement at a minimum cost. Mayor Kilpatrick and city engineer Shepherd have been in consultation with the corporation officials over the matter and it is expected their views will be given to councils at an early date. / The information of this probable big change came to our office at a late hour and a reporter who was sent to verify the story failed to find the parties who have knowledge of the facts." (*Carbondale Leader* May 20, 1899, p. 5)

Anthracite Park to go and to be replaced with coal piles. Personnel changes associated with the closing of the Union Station:

"ANTHRACITE PARK GOING. / Our Race Course Will Soon Give Way to Big Coal Piles—Eighth Avenue Crossing. / The changes which the Delaware and Hudson company are making or have in contemplation around the city are so many and important as to claim all attention and discussion. . . / **EIGHTH AVENUE CROSSING.** / The proposed steel viaduct over the Delaware & Hudson tracks at Eighth avenue was one of the principal topics of conversation about the streets on Saturday night. I met with general favor but universal regret was heard that the residents of the west side did not arise to the importance of the occasion sufficiently to provide for a good street through that section to connect with the bridge. This is the one hindrance to the immediate consummation of the project, it is believed. / For some weeks ex-mayor Hendrick and other leading citizens have been considering the problems involved in the crossing at that point and it was proposed by some to construct a roadway from Brooklyn street to the old Gravity road bed. Following this the new street would pass below the D. & H. steam road tracks and again arise to the present level of Eighth avenue near the gas house. / City engineer Shepherd does not think this plan is entirely feasible, however. / Upon the ultimate tearing away of the old union depot it is said a new switch will be put in leading from that point into the railroad yard. Thus the troubles that have ensued from having large coal trains use the

main tracks above Dundaff street will be done away with. / STATION CHANGES. / By the abandonment of Union Station William H. Hollenbeck, baggage master at city station has resigned, Willis G. Moon, ticket clerk has been laid off, Messrs. Paul Burton, Clarence Mann and Fred Moon employees at Union station taking the places made vacant. Robert Marshall, night baggage man and ticket agent C. R. Smith are retained in their old positions. / In all probability since Mr. Hollenbeck has severed his connection with the company he will re-enter the lumber firm of Frank Hollenbeck & Sons. Mr. Moon will be given another position, perhaps at Farview or some smaller station. / The abandonment of Union depot brings with it increased danger at the Dundaff street crossing as trains will pass that point hereafter at a higher rate of speed. Additional precautions will be required from both the gateman and the drivers." (*Carbondale Leader*, May 22, 1899, p. 5)

The highworks will come down. The waterwheel at the Weston Mill company will no longer be used:

"TRACK WILL BE READY TONIGHT. / Completion of the New Siding—Temporary Change in Highworks—A Reminiscence—Rumor. / Remarkably rapid work has been done by the men engaged in laying the new switch at the city station of the Delaware & Hudson. It will be nearly completed tonight. The switch will be used for the Erie and Honesdale branch trains. / It is expected that work will be commenced on Monday in raising the Main line tracks as they pass under the old Gravity highworks. There is a sag in the roadbed there of one foot. This is to be filled in. The work will necessitate some changes in the lower part of the highworks to allow the large cars to pass under. This will be only for a short time, however, for as soon as the machinery has been removed from No. 28 engine house the highworks are to be torn down. / The demolition of this structure which for a half century has been one of the landscape and industrial features of the city will recall to the few of our old residents the incidents connected with its erection and initial operation. / A REMINISCENCE. / One of the most memorable was the sorrowful accident which occurred at the time of the first test made of the strength of the structure. While a trip of loaded coal cars was passing over it the trestle gave way at the Dundaff street crossing and the cars were precipitated to the ground beneath. Hannibal Peck was in charge of the trip and all who witnessed the terrible affair believed that he was instantly killed in the fall. He was alive, however, when extricated from the big mass of wreckage but the physicians who were called at once said he was fatally injured. His arms, legs and ribs were fractured—in fact nearly every bone in his body was thought to be broken. He lingered in a doubtful condition for a time and then began to improve. His ultimate recovery was considered one of the miracles of the time. / OTHER CHANGES / With the disappearance of the highworks will come other changes in that vicinity. The Weston Mill company are to abandon the water wheel which has given power to their mill for years and a large steam engine is to be put in. This means that the

raceway at that point is to be finally abandoned and the large amount of water heretofore diverted in this direction will now be allowed to follow its natural course along the bed of the river—which should increase the sanitary conditions of the city. / ONLY RUMOURS / Somebody started the rumor this week that transportation rates on the Honesdale branch were to be raised this summer and that excursion tickets to Farview would hereafter be fifty cents. Inquiry at the ticket office of the company show this story to be without any foundation. It will still be thirty cents to Farview and return. / Rumor had it last evening that the Delaware & Hudson company would remove their freight houses to the vacant land below Seventh avenue near the foot of plane 28 and in confirmation some added that the Pidgeon property for which the company have negotiated several times, had been sold and that the consideration was \$2,100. But an interview with an interested party reveals that the latter is untrue as the company's representatives have made no overtures lately. / This cannot be taken, however, as against the proposed change as the company have ample room without the Pidgeon property. It is thought that there will be tracks added eventually and surveyors working in that vicinity lends color to the belief that they will be laid in the near future, but whether the freight station will be located there or not is a question that time alone will solve, as those who know will neither affirm nor deny the report. / AT ANTHRACITE PARK / Another place where the company surveyors have been at work recently is Anthracite park and some one at once jumped at the conclusion that there would be tracks laid there that would interfere with the coming race meets. But the members of the Driving club are not alarmed or at least do not apprehend any interference. One of the members say that surveying in that vicinity is not an infrequent occurrence." (*Carbondale Leader*, May 13, 1899, p. 6)

Shown below is another very rare photograph of Carbondale that was taken at the time of the abandonment of the Gravity Railroad. The original of this photo is in the collection of the Waymart Area Historical Society. The boxcars in the photo are on a stub end of the former Gravity right of way. The trestle in the foreground is that of the New York, Ontario, and Western Railway over the D&H tracks. When the NYOW trestle was installed in 1889 it was single tracked. In 1911 it was double tracked, which tells us that this photo was taken between 1900 and 1911. The Van Bergen building and the Pugliano building, both on Dundaff Street, can be seen on the right in this photograph, and Our Lady of Mount Carmel Church that was destroyed by fire in 1910 (on the site of the present church building) can be seen on the left in this photo. Following the fire, Our Lady of Mount Carmel Church was partially rebuilt on the same site in 1911; the present church was completed and dedicated in 1925. The first Mount Carmel church in Carbondale was in a small wooden frame building on Brown Street.

Our Lady of Mount Carmel Church.
This building was destroyed by fire
in 1910.



New
York,
Ontario,
and
Western
Railway
trestle
over the
D&H
tracks.

Melancholy look back at the old Gravity:

This is a clipping from Gritman scrapbook, following May 20, 1899, but not certain of the date; clipping appears to be a portion of a larger article; clipping is also a reprint, it appears, from the Olyphant Record.

“Changes Are Expensive. / The old gravity track is fast dilapidating, and in a few years many sections of it will be obliterated by the ravages of time. A walk along a few miles of it, impresses one with the great expense incurred by the Delaware & Hudson Canal company, when it resolved to do away with this method of hauling its coal to market. It was a great change, and the loss incidental to these innovations is visible on all sides. Rumor has it, that an estimated valuation of the property of the company in rolling stock, stationery [sic] engines, ropes and other appliances, was made at the time operations were suspended on the old gravity, and that it went up over the million mark. The track itself was left out of the estimation. If that were added, the figure would be greatly increased. Much of the property today is little better than old iron while a large part has been cast into the fire to burn. / The old gravity road did good service for seventy years. The pioneers of the Delaware & Hudson company, made fortunes in the business of anthracite coal, and the old road with its windings and plains [sic] was an important item in the building up of the company. It was not up to present day methods, and the spirit of progress was not satisfied with this slow process of transportation. The change meant the confiscation of a large amount of property, but that was resolved upon so that the company might keep up with their competitors who used steam and electricity. There were twenty-eight stationery [sic] engines stopped; some of these are used elsewhere, but most of them are stowed away and will probably be of little value to the company. Many necessary appliances around the stationary engines that cost much to the company, are reduced to scrap iron in a day. There were four thousand, five hundred narrow gauge cars, all rendered useless by the change, and along the line bonfires have been made of them. Each car was valued at \$190, and by this change was reduced to ashes and old iron. Between thirty and forty miles of track, which cost a fortune in construction and material, is now left to rust, rot and ravage. Gangs of men have been employed along the line, gathering together the flotsam and jetsam of this wreck, which will find its way into the junkshops of the country. And last, but not least, there is an incalculable loss to society in the suspension of many skilled hands, whose labor was necessary in running the old gravity road.— Olyphant Record.”

When the Gravity Railroad and Canal were closed in 1898-99, the dumping grounds at Honesdale were done away with, making it necessary to find another location in which to dump coal when the market did not demand the entire amount mined. The new dumping ground was at the north end of the Carbondale Yard on the site that was previously occupied by Anthracite Park.

Anthracite Park will close:

"ANTHRACITE PARK GOING. / Our Race Course Will Soon Give way to Big Coal Piles—Eighth Avenue Crossing. / The changes which the Delaware and Hudson company are making or have in contemplation around the city are so many and important as to claim all attention and discussion. The latest one to become generally known is that anticipated in the LEADER some days ago concerning Anthracite park. / This popular resort will soon be a thing of the past and in its place mountains of coal will rise. It is understood that the Traction company have been notified to vacate on or about June 10 and that the railroad company will then again assume possession. The land was rented to the Traction company for an indefinite period and only upon express agreement that it could be re-entered upon at any time the Delaware & Hudson needed it for their business. / That time has now arrived and the spot that has been the scene of many exciting sporting events will soon be transformed into a sober business place. It is to be used for storing coal—a novelty in this section which has known only culm piles. The park will be much missed by all and its absence will make a considerable difference in the life of Simpson. Its demolition will mean the end of horse racing in this city and as the last meet on the track will occur on Memorial day there will doubtless be a big attendance. . ." (*Carbondale Leader*, May 22, 1899, p. 5)

Anthracite Park was established by the Traction Company in 1894:

"AT THE PARK. / Preparations Being Made by Traction Company to Remove the Fence—Storing Coal. / Anthracite park which is soon to disappear as an amusement resort was laid out by the Traction company in 1894 at an expense said to be over \$15,000. It was a big city enterprise and much was expected from it. The location was in most respects excellent but the towering hills alongside did much to detract from the gate receipts at each event as they provided elevated seats for spectators free of charge. The park was, therefore, seldom a money maker except in the case of the first races under the auspices of the Gentlemen's Driving club. Excellent baseball games were seen there in 1895 but the paid admissions only met expenses on a few occasions. / The Traction company have had men at work estimating the amount of lumber in the fence which is over a mile long preparatory to taking it down. As the dumping grounds at Honesdale have been done away with it was necessary to select some other point for the purpose and Anthracite park is the most favorably situated. [emphasis added] The company always mine their allotment of coal each year and as the market at times does not demand the entire amount taken out it is necessary to dump a portion till the next busy season ensues. It is probable that one or more steam shovels will be used there for re-loading in the fall." (*Carbondale Leader*, May 23, 1899, p. 6)

About 30 standard-gauge excursion cars take more than 2,000 excursionists to Farview:

“AT FARVIEW /More Than Two Thousand Excursionists on the Mountain. / The opening of Farview occurred yesterday and the crowd that took advantage of it indicated that this resort has not lost a whit of its popularity. More than 2,000 persons enjoyed the bracing air and beautiful scenery of the summit of the Moosics. / About thirty of the old narrow gauge open cars had been widened and fitted with glass fronts to keep out the cinders from the locomotive. They took on their human freight at the city station and hundreds had the novel experience of riding to Farview without going up the planes. Some delays were experienced in getting the crowd back to the city and it was 10 o'clock before the last reached here from a pleasant day's outing.” (*Carbondale Leader*, 05-31-1899, p. 5)

New D&H company seal:

May 31, 1899: D&H managers adopt a resolution that the seal of the company should consist of the words “The Delaware and Hudson Company” encircling a facsimile of the locomotive *Stourbridge Lion*.

9910

June 1899

The New Century Club picnics at Farview:

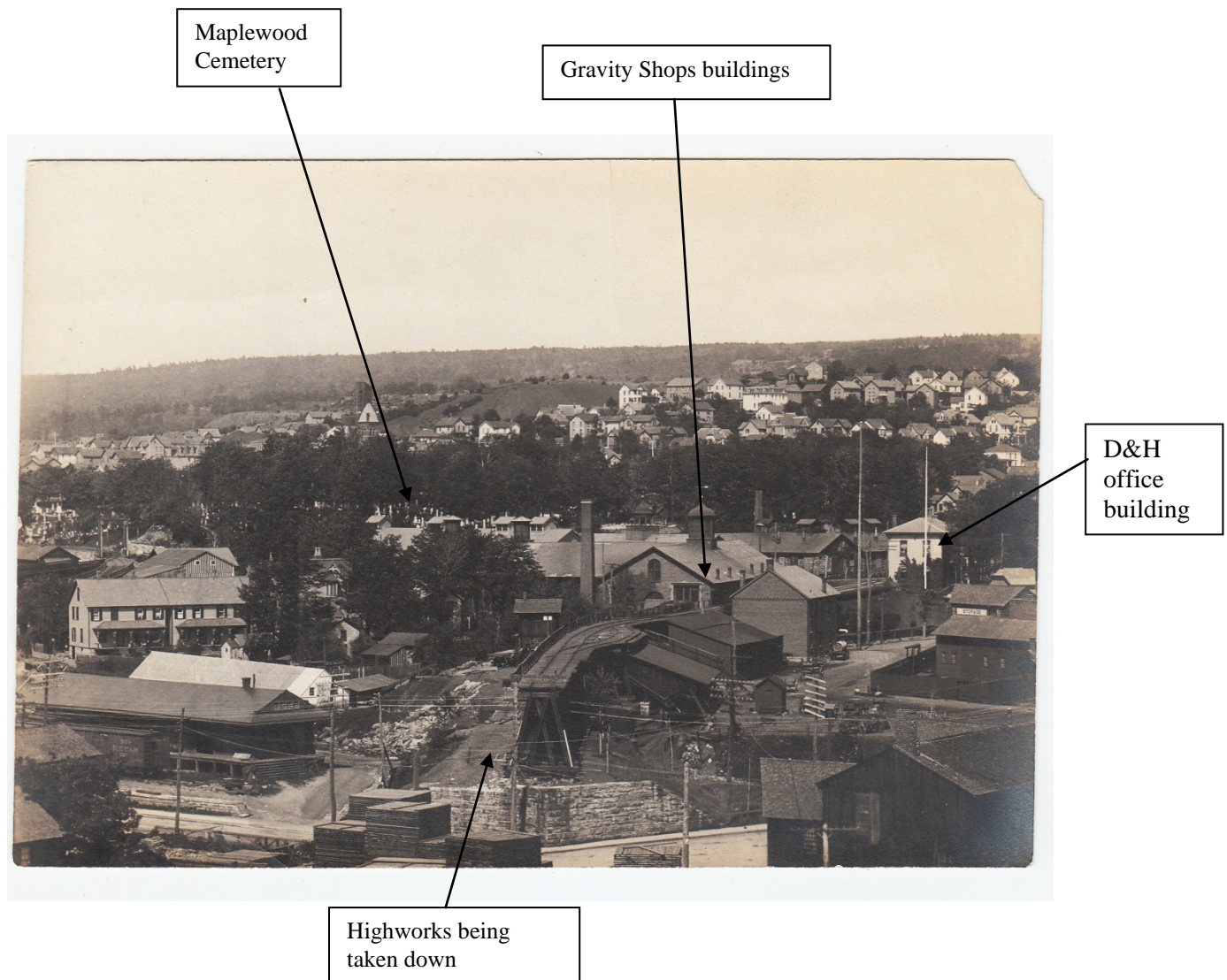
“NEW CENTURY CLUB. / Concluded Its Meetings for the Year on Monday Last. / The members of the New Century club are picnicing today at Farview. The club concluded its regular meetings for the year on Monday evening last when the members and invited friends were entertained at the home of Miss Alice Butler on Canaan street. The affair was delightful one and contained several unique and pleasing features. One of these was the presentation of a number of stereopticon views at the hands of Mrs. C. T. Meaker. [emphasis added] They represented a trip to Europe and the description accompanying them was read by Mrs. L. A. Bassett.” (*Carbondale Leader*, June 2, 1899, p. 5)

The highworks are to come down:

"MORE CHANGES IN THE D. & H. The Highworks Coming Down—A Half Dozen New Mine Openings in the City. / The Delaware & Hudson carpenters under the supervision of John O. Miles are engaged today in taking down the high works bridge over the steam road. The trestling between the bridge and No. 28 head will also be taken down at once. When the work is finished there will be a very noticeable gap in the business structures of the town. / The changes which the Delaware & Hudson company are making along their railroad lies are scarcely more extensive, however, than those contemplated and in progress in the mine department. The most important of these are now in the vicinity of Coalbrook breaker. When the new and mammoth

breaker on the flats is ready for operation there will be a number of new mine openings from which coal will be fed into it. / Along the east side of the knoll above the breaker two new openings have already been made. The opening near the Coughlin property was mentioned in the LEADER some time ago. Several other slopes are to be driven in the immediate vicinity and connected with tracks leading to the new breaker. / A track leading around the knoll from the upper end of the big culm pile is already in position. A short plane will connect the new and old tracks. At the Wilson Creek colliery a new inside plane is to be constructed to do away with another needed opening. The additional air motor recently received is greatly facilitating the work at that point. / The many and big changes should put at rest for years the story that the coal around Carbondale is nearly exhausted. The company officials show by their actions that they know there are immense beds near here that have not been touched. It is confidently asserted by some old and experienced miners that there is still as much below the surface as has been mined. In conversation with one of these recently he informed a LEADER man that their [sic] need be no fear of a famine in this line for many years to come. / 'This scarce story has been going the rounds ever since I can remember' he said. 'Shortly before the death of the late superintendent Andrew Nicol, I with others was taking to him concerning the coal in the Wilson Creek mine. Some one expressed the belief that it would not last much longer. A little child was passing at the time and Mr. Nicol pointing to the lad said 'when that boy is an old, gray haired man they will still be taking coal from the Wilson Creek bed.' That prophecy will certainly come true as it was given out fully ten years ago and more mining is done there today than was done at that time.' " (*Carbondale Leader*, June 2, 1899, p. 5)

Shown below is a photo in the collection of the Waymart Area Historical Society that was taken when the highworks in Carbondale were being taken down (in June of 1899). The Gravity Shops buildings and one of the D&H office buildings are clearly visible on the right in this very rare photograph.



Bookings at Farview Park for June-July-August, 1899, as reported in the *Carbondale Leader*, June 6, 1899, p. 5:

FARVIEW'S POPULARITY.

Many Bookings for That Beautiful
Mountain Resort—Other Excursions of the Season.

Farview's popularity as a resort for excursionists has not been lessened by the partial change of motive power, in the least, recent bookings showing that its superiority as a mountain and exceptionally fine picnic resort is generally appreciated. The latest bookings are:

Tuesday, June 20—A. O. H. of Lackawanna valley.

Tuesday, June 27—First German Presbyterian church of Scranton.

Tuesday, July 4—Delaware & Hudson company.

Saturday, July 15—A. O. H. of Bellevue.

Monday, July 17—Amarauth club of this city.

Tuesday, July 18—Scranton Liederkranz.

Wednesday, July 19—A. O. H., Port Jervis, arrive at Honesdale 9.45.

Saturday, July 22—I. O. O. F. of Wayne and Lackawanna counties.

Monday, July 24—A. O. H. of Archbald.

Wednesday, July 26—St. Lawrence Catholic church.

Saturday, August 5—Continental Mine Fund of Scranton.

Saturday, August 12—Rev. P. J. Murphy, of Olyphant.

Among the excursions booked for other points is that of the Knights of Pythias societies of Olyphant and Carbondale and many others to Lake Ariel and other points in conjunction with other railroads.

The new line of the Honesdale Branch will pass through Waymart:

“MAKING BRICK IN CANAAN. / A Proposed Industry That Will Mean Much For That Section—To Push the Project. / The prospects are that work on the new line of the Honesdale branch from Farview down to Waymart will be soon commenced; although some are of the belief that, owing to the lapsing of the options on the Waymart properties, it will never be consummated. The notes of the work done by the Albany surveyors last summer are now in the hands of the officials at headquarters together with the completed drawings and the exact location of the new tracks only remains to be decided. / The matter is one of much importance to this city as well as Waymart and Honesdale and the sight of workmen engaged on the new route will be a welcome one to all in this section. The completion of the proposed line will mean at least one new industry for the vicinity of Waymart and one that will be of much profit to the D. & H. from the freight business it would entail. / We refer to the proposed manufactory of brick which has before been touched upon in the LEADER. Messrs. D. W. Humphrey and J. W. Dimock of this city are the ones at the head of the project. In view of the expected construction of the new road they were in Canaan last week and closed the options by which they will secure control of the beds of clay on the Swackhammer and other properties. / This clay is of the finest kind for brick making and excels anything in this region. Should their present plans become feasible they will soon put in machinery there for turning out building brick at the rate of 20,000 per day. The beds lie near the route of the new road and switching facilities could easily be had. There is enough call through the Wyoming and Lackawanna valleys alone to take all the bricks they can produce and the outlook for the industry is a most promising one.” (*Carbondale Leader*, June 6, 1899, p. 6)

The Carbondale yard will be remodeled; the two sidings now at Seventh Avenue will be continued to the Lookout on the south and the upper yard on the north:

“RAILROAD RUMOR. / Wall Street Journal Says the Tide Water Connection Is Assured. / In railroad circles it is said that great changes are to be made in the Delaware & Hudson railroad yard and in confirmation of the report a large gang of men were seen at work just below Coalbrook breaker, laying new sidings and switches. The entire yard system is to be remodeled and ultimately the two sidings now at Seventh avenue will be continued to the Lookout on the south and to the upper yard on the north. / The following from an editorial in the Wall Street Journal has occasioned quite a stir: / ‘It is said that work on the new railroad line from Carbondale to Waymart and Honesdale will soon be commenced. The route was surveyed by Delaware and Hudson engineers some months ago and the Delaware & Hudson people have secured options on all the land needed.’ / Comment on it is useless as everyone has followed the movements in local railroad circles closely since the abandonment of part of the Gravity system January first. The superiority of this route to tidewater over others is well known and if it is chosen will mean a great boom for this city. / Some think that the changes and enlarging of storage facilities in the yard have something to do with the new branch but authoritatively other than the item in the Wall Street Journal nothing can be learned.” (*Carbondale Leader*, June 12, 1899, p. 5)

The D&H grants a pension to L. O. Rose, superintendent of the canal:

“. . . President Olyphant, on June 13, 1899, recommended the retirement of L. O. Rose, superintendent of the canal and an employee of between thirty-five and forty years' service, upon a pension of \$150 per month, and this recommendation was carried out. This is the earliest known instance in which, in express terms, the company granted a pension to one of its employees. [emphasis added] The canal between Honesdale and Rondout, was sold on the same day.” (*COP*, p. 317)

Coykendall (brother in law of H. G. Young) buys the D&H Canal:

The D&H Canal (with all its physical assets, including its franchises, rights and privileges) sold: June 13, 1899, for \$10,000, to S. D. Coykendall, president of the Cornell Steamboat Company. The canal cost over \$6,000,000 to build.

“SALE [on June 13, 1899] OF THE D. & H. CANAL. / Samuel P. Coykendall of Kingston Said to Be the Purchaser—Vice President Young is the Authority. / Port Jervis, N. Y., June 24.—A letter was received in this place today from H. G. Young, second vice president of the Delaware & Hudson company at Albany, saying that the company had sold its canal, the entire distance of 108 miles, running from Rondout on the Hudson to Honesdale, Pa, to Samuel P. Coykendall, the millionaire railroad and steamboat man of Kingston. Orders were sent here discharging the men who have been in charge of the locks and waste weirs since the company discontinued the running of boats. The object of the purchase can only be conjectured, but it is believed by well informed people that there is a big railroad scheme back of it and that it will be in the interest of the Delaware and Hudson company. Mr. Coykendall and this company are on very friendly terms, and it is only recently that he extended his Ulster and Delaware road to Oneonta, where it connects with the Delaware and Hudson and the coal of the latter road now finds its way to Kingston by means of this connection. . .” (*Carbondale Leader*, June 27, 1899, p. 5)

A D&H passenger train near Honesdale dashes through a tree that fell on the tracks:

"TREE ON THE TRACK. / The Obstruction Encountered by a Train on the 'Gravity.' / On Tuesday, conductor Hubbard's afternoon train, on the Gravity, on rounding a sharp curve, some two miles above Honesdale, found its right of way disputed by a large beech tree which had been blown down and lay with its upper end obliquely across the track, with its branches pointing in the direction in which the train was moving. There was not time enough to check the speed of the train, and it dashed through the obstruction, cutting off the branches on both rails, and passing with safety. Some of the passengers, on seeing the tree, were naturally filled with alarm, as it looked as if the train would certainly be ditched; but the providence that watches over the old 'Gravity' prevailed.--*Honesdale Citizen*.” (*Carbondale Leader*, June 22, 1899, p. 5)

The D&H and the Erie tracks will be connected at Honesdale:

"JOINING THE TRACKS. / The Connecting Line Between D. & H. and Erie at Honesdale. / The rails arrived at this place [Honesdale] which are to be used to connect the Erie and the Delaware and Hudson roads. Excursions will be run to Honesdale and Farview during the summer from all points on the New York and Delaware divisions and also from New York city. As soon as the locomotive road is completed over or under the Moosic mountain, more coal will be run through Honesdale to the seaboard and the eastern markets than ever before. Foreman Philip Ryan and his men and now engaged on the work of connecting the two roads.—*Wayne Independent.*" (*Carbondale Leader*, June 24, 1899, p. 2)

After the tracks were joined, the Erie and the D&H then built a union passenger station in Honesdale, allowing passengers through service to New York without changing trains in Honesdale. Before this time, the Erie passenger station was in Texas Township, south of the Honesdale borough limits. The existing D&H passenger and freight station would then become solely a freight station. The D&H would take their own and the Erie's coal from the Lackawanna Valley to Honesdale and the Erie would take it from there to tidewater

Engineers and surveyors surveying a route from Waymart to Edgerton colliery:

"For the past week a corps of engineers and surveyors has been locating and surveying a route on the Moosic mountains from Waymart, Pa., to Edgerton colliery east of Mayfield, in the company's coal fields. The company secured options for the line some months ago, and by following the line of the canal in part it will afford a short route to tide water, as well as easy grades. . ." ("Sale of the D. & H. Canal," *Carbondale Leader*, June 27, 1899, p. 5)

Undated clipping from 1899 in a Gritman scrapbook about the sale of the D&H Canal:

"D. & H. Canal Sold. / A Kingston Capitalist Said to Be the Purchaser. / H. G. Young, second vice-president of the Delaware and Hudson, stated Tuesday that the Delaware and Hudson canal has been sold to S. B. Coykendall, who controls the Ulster and Delaware railroad. / Information has been received at Port Jervis from sources that are deemed reliable to the effect that the Delaware and Hudson company has sold its canal the entire distance of 108 miles, running from Rondout on the Hudson to Honesdale, Pa., to Samuel B. Coykendall, the millionaire railroad and steamboat man, of Kingston, N. Y. Orders were sent to Port Jervis discharging the men who have been in charge of the locks and waste weirs since the company discontinued the running of boats."

It is said that the main line of the Erie will run through Carbondale and Honesdale:

"NEW RAILROAD LINE IN SIGHT. / Disposal of the Canal Property a Much Discussed Question—Other Industrial Notes. / The reported sale of the Delaware & Hudson canal, from Rondout to Honesdale, to S. B. Coykendall [*COP*, p. 317, gives Coykendall's name as S. D. Coykendall], of Kingston, N. Y., was a much discussed topic among the railroad officials of the

city yesterday. / Mr. Coykendall, the purchaser, is a heavy stockholder of the Delaware & Hudson company, and is a brother-in-law to H. G. Young, of Albany, second vice-president of the road. Mr. Coykendall also controls the Ulster and Delaware railroad, which terminates at Kingston, N. Y. Well informed people are strong in the belief that the purchase of the canal means the building of a railroad on the bed of the canal. The building of a railroad connecting with the Ulster and Delaware road would mean for the Delaware & Hudson road a short route to tidewater with easy grades. / C. S. Weston, real estate agent for the Delaware and Hudson company, at Scranton could not be seen by a reporter yesterday, he being out of the city. Other prominent officials of the company in Scranton, when spoken to regarding the sale of the canal, said they thought a new railroad in this valley will be one of the results of the deal. / The sale of the Boston and Albany railroad to the New York Central, a few days ago, is of interest to the Delaware and Hudson. The Morgan-Vanderbilt syndicate, which is behind the sale, now practically control the coal of all roads sending their output to tidewater, with the exception of the Delaware and Hudson and one other. / A leading Delaware and Hudson man in conversation with a newspaper man yesterday made the significant statement that his company will now have to make certain concessions to 'get in out of the wet.' / It is understood that the purchase [of the D&H Canal] covers the canal prism, which has an average width of sixty feet, including the towpath but no property on that or the berme side. The length of the canal between Honesdale and Rondout is 108 miles and the purchase extends only to the first or what is known at Honesdale as the 'guard' lock, and does not include the basins above it, all of which, we are informed, are to be filled up. [The D. & H. will hold on to that portion of the canal between Rosendale* and Kingston, which they will retain for the transportation of cement.] D. & H. engineers are still busy on the Moosic mountain and it is said that a locomotive road will be constructed over it the present summer and that the curves on the road between Honesdale and Waymart will be straightened. Men who claim to be informed on the subject say that the main line of the Erie will be run through Honesdale and Carbondale. Whether that company will use the tracks of the D. & H. or build an independent road and tunnel the mountain is not yet known. . . / There is one thing certain and that is if the Erie can in any way get into or nearer the thickly populated towns and cities dotting Lackawanna and Wyoming valleys with its main passenger and freight line, the road will command its share of the vast railway traffic these regions afford. Added to this great advantage, the grades of the road will be made easier and the line shorter. In fact it would make the Erie the shortest best, and in point of time the quickest great trunk line between New York and Chicago. / HONESDALIANS JUBILANT. / Today's issue of the *Independent* of Honesdale says: / There are many indications now that Honesdale may enjoy far better railway facilities and advantages than ever before and that an era of greater prosperity than the town has ever known awaits it down the way." (*Carbondale Leader*, June 28, 1899, p. 5)

A union station for the D&H and the Erie will be built at Honesdale. D&H coal will be carried to tidewater via the Erie. Shepherd's Crook will be replaced with a switchback:

“NEWS OF THE RAILROADS. / ROADS MAKE AN AGREEMENT. / *Erie and Delaware and Hudson form a Coal Traffic Agreement.* / HONESDALE, Penn., June 29.—The Erie and the Delaware and Hudson Companies have reached a working agreement. The Delaware and Hudson will begin immediately to build a road over the Moosic Mountains from Waymart to Carbondale. The Erie and the Delaware and Hudson were joined at Honesdale this week, and to-day President Olyphant and Vice President Young came from New York via the Erie, and were the first to ride over the joined section of the two roads. / They announced that a union station for the two companies will be built in Honesdale immediately, and that the Delaware and Hudson coal will be run to tidewater via the Erie Road. / The road between Honesdale and Waymart will be straightened and Shepherd's Crook will be displaced by a switchback. The grade from Carbondale to Farview is about fifty feet to the mile. Vice President Young could give no information as to the future of the abandoned Delaware and Hudson Canal. He stated that it had passed entirely out of the hands of the company, and so far as he knew nothing would be done with it.” (*The New York Times*, June 30, 1899)

D&H officials' annual tour of inspection passes through Carbondale on their way to the Hotel Jermyn in Scranton; then it's on to Albany. The D&H can now sell coal at Albany or at tidewater for 45 cents less per ton than when the D&H Canal was open:

"D. & H. OFFICIALS' ANNUAL TOUR / Statement of Vice President Young at Scranton—Associated Press Despatch and an Article from Wall Street Journal. / R. M. Olyphant, of New York, and H. G. Young, of Albany, president and vice president respectively of the Delaware & Hudson company passed through this city yesterday on their annual tour of inspection going immediately to Scranton where they stopped at Hotel Jermyn. / They came over the Erie to Honesdale and thence by the gravity to this city and on to Scranton, arriving there late in the afternoon. Today they will inspect the company property and, this evening, proceed on their way to Albany, making inspections as they go along and consulting with the various division officers. / Superintendent C. R. Manville, C. C. Rose, head of the coal department, and J. H. Torrey, the company's local legal representative, conferred with them at the Jermyn last evening. / To a reporter Mr. Young said the visit had no special significance, being the customary annual trip of the president and vice president over the company's various lines. / DOES NOT KNOW. / Asked concerning the probability of a railroad being constructed along the bed of the canal, Mr. Young said: 'You know as much about it as we do. We sold the canal at a good price and the purchaser not vouchsafing any information as to what he intended to do with it, we thought it was not our place to ask.' / The Wall Street Journal of yesterday contained the following: / 'The Delaware and Hudson Railroad company is said to be able to deliver coal at Albany or tidewater since the abandonment of the canal at Rondout at an actual saving of 45 cents per ton to the company. This saving comes from changing their old methods to modern ones and the economy of handling from cars to boat and boat back to car or docks. This great saving per ton will show in the aggregate very handsome net returns to the road. / We hear that arrangements are being made for a trip of inspection over the Delaware & Hudson railroads by the Vanderbilts and their representatives. Although the Vanderbilts are large owners of Delaware & Hudson, this trip is looked upon as of special significance at this particular time. It is thought also to be the basis, in a measure, of some of the recent large buying of Delaware & Hudson stock by houses with good Vanderbilt information. / Mr. Young read the article, and when questioned concerning it, said: "As much of it as relates to the saving resulting from the abandonment of the canal is true, but the latter part of it, dealing with the proposed trip of the Vanderbilts, conveys an intimation that is a pure manufacture. It is a clear case of someone having nothing to write and writing it.' ROAD OVER THE MOUNTAIN. / The following story was sent out last night by the Associated Press: / Honesdale, June 29—The Erie and Delaware and Hudson companies have reached a working agreement. The Delaware and Hudson will begin immediately to build a steam road over the Moosic mountains from Waymart to Carbondale. The Erie and Delaware and Hudson roads were joined at Honesdale this week and today president Olyphant and vice president young came from New York via the Erie and were the first to ride of the joined section of the two roads. / They announced that a union station will be built in Honesdale immediately and the Delaware & Hudson coal will be run to tidewater via the Erie road. The road between Honesdale and Waymart will be straightened and Shepherd's Crook will be displaced by a switchback. The grade from Carbondale to Farview is about fifty feet to the mile. / Vice president Young could give no information as to the future of the abandoned Delaware & Hudson canal. He stated that it had passed entirely out of the hands of the company and in his opinion nothing would be done with it." (*Carbondale Leader*, June 30, 1899, p. 2)

July 1899**July 4th excursion to Farview on the D&H:**

"July 4th Excursion to Farview, via Delaware & Hudson R. R. / Grand gala day at the most attractive excursion resort in Pennsylvania. / Unequaled attractions too numerous to particularize. / Game of baseball called at 2:30 p. m. between two very popular local clubs. / Refreshments served by Hanley of Scranton. / The following program will be rendered by Bauer's band of Scranton. / March –'Olympia Hipodrome' . . . Alexander / Overture –'The Beautiful Galatea' . . . Suppe / Selection—'A Runaway Girl' . . . Caryee / The Dawn of Love (Morceau Caraderestique). . . Bendix / Medley—'The Chicken Brigade' . . . Johnson / Selection—'The Bartered Bride' . . . Smetana / 'Whispering Flowers' . . . F. V. Blon / Overture—'Maritana' . . . Wallace / March—'Hands Across the Sea' . . . Sousa / 'Star-Spangled Banner' / The D. & H. will sell tickets at very low rates of fare from all stations, good on special and regular trains July 4." (*Carbondale Leader*, July 3, 1899, p. 2)

An excellent summary article about the state of affairs of the D&H. South Canaan loop to be constructed. The coal docks for loading canal boats have been razed and the canal basin is being filled in gradually to make yard room. An Erie passenger train between New York and Carbondale, by way of Honesdale will probably be in service before winter:

"FUTURE OF THE BRANCH. / New York Sun Reviews the Gravity Railroad Question—Mountain Steam Road an Assured Thing. / The New York Sun of last Sunday reviews the features of the operations of the Delaware & Hudson company with regard to the gravity railroad from the time of the proposed abandonment to the present and tells of the plans concerning the future of the road as follows: / The Delaware & Hudson Railroad company has made public the chief features of its plans concerning the future of the former gravity railroad between Carbondale and Honesdale. It has been apparent for six months to residents along the line of the road that the entire abandonment of the gravity system was only a question of time dependent upon the determination of the most feasible route for a locomotive road over the Moosic mountains. Consternation ruled for a time when in November last, the company announced that until further notice the canal between Honesdale and Rondout and the gravity road would be abandoned. Delaware & Hudson stock began to drop, and continued to drop until the announcement was posted [that] after Jan. 1899, the passenger and freight traffic over the gravity would be continued. / It was rumored that a traffic arrangement between the Erie and the Delaware & Hudson had been made whereby the former road was to take the Delaware & Hudson coal at Honesdale and haul it from there to tide water. At the same time the Delaware & Hudson was to widen the tracks of the gravity road to standard gauge, thereby obviating the necessity of unloading and reloading at Honesdale. The gravity track was made standard gauge during the winter. The westbound or 'light' track between Honesdale and Waymart, with its five inclined planes, was abandoned, the engines being dismantled and the tracks torn up. The same

thing happened to the eastbound or 'loaded' track between Carbondale and Farview. Under the temporary arrangement trains from Honesdale are hauled by locomotive over the 'ten-mile level' to Waymart, and from that village are hauled over the planes to Farview and from thence to Carbondale, as formerly, by their own gravity. Returning from Carbondale the trains are hauled by locomotive to Farview and let down the incline to Waymart and then run by gravity to Honesdale. / According to the announcement now made by the Delaware & Hudson officials, the planes between Waymart and Farview will be done away with. A route has been found whereby an easy grade may be made up the mountain. The new route will leave Waymart somewhat off the line, as just before the track enters that borough from Honesdale it will take a turn to the left and run nearly south for two miles to a place in South Canaan township locally known as 'Swackhammer's.' Then it will turn to the northwest, and, by easy stages, climb the mountain to Farview. The present 'shepherd's crook' route from Farview to Carbondale will be abandoned. A new route with a grade of only fifty feet to the mile has been staked between these two points. By the adoption of the Swackhammer route the distance from Waymart to Farview practically has been doubled, but this will increase the distance between Honesdale and the top of the mountain but little, owing to a saving of some two miles between Honesdale and Waymart through the straightening of the track. / Very radical changes in the company's works are being made at Honesdale. The coal docks for loading canal boats have been razed and the canal basin is being filled in gradually to make yard room. Connection has been made with the Erie just at the outskirts of the village, and a union station will doubtless be erected at once. A union station is an institution for which Honesdale merchants and manufacturers have been petitioning the two railroads for two decades. Until the recent 'era of good feeling' between the roads set in these petitions were all filled [perhaps 'filed' was intended] for future reference. Their days of usefulness being over, the coal dumps at Honesdale will be allowed to go to decay as soon as the coal now in storage on them has been shipped to market. These dumps, until a few years ago, were an attraction of decided interest to the visitor, for half a million or more tons of coal were frequently to be seen in the piles. / It is the present intention of the interested railroads that the Delaware and Hudson shall haul its own and the Erie's coal from the Lackawanna valley to Honesdale and there transfer it to the Erie. This will reduce the distance the Erie has been obliged to haul its coal between sixty and seventy-five miles, its coal at present going north over the Jefferson branch to Susquehanna and then connecting with the main line. By adopting the Honesdale-Carbondale route for its through traffic the time between New York and Buffalo could be reduced by one hour at least; sixty minutes means something in the awarding of mail contracts. An Erie passenger train between New York and Carbondale, by way of Honesdale will probably be in service before winter. / Work on the new road is being pushed to completion as rapidly as may be. All the preliminary work is completed, and the actual physical labor is well under way. Gangs of laborers are at work all along the route, filling in here and making cuts there, and before snow flies, if nothing unforeseen occurs, the Delaware and Hudson gravity railroad will have passed into history. / With the passing of the 'gravity' one of the oldest and at the same time most unique bits of railroad engineering in the country goes out of existence. Built away [sic] back in the later twenties, it was intended as a feeder for the Delaware and Hudson canal and as such had a long career of usefulness. In these later days of hurry, however, the canal became too slow to compete successfully with the steam railroad, with the natural result that

decreasing business forced it to go dry. The gravity road suffered at the same time, and the inauguration of more modern methods became imperative, hence the abandonment in its entirety of the gravity system. / To the traveller on the old gravity it had an indefinable charm. Gliding along on an excellent roadbed the little train of cars dashed hither and yon, seemingly without any means of locomotion, by pleasant fields and meadows, through little patches of woodland, circling the great horseshoe curves at the foot of towering precipices, or clinging to a slender foothold on the side of the mountain while hundreds of feet below one looked down into the tops of magnificent pine and spruce trees." (*Evening Leader*, July 5, 1899, p. 6)

Excursions to Farview continue. Balloon ascension on July 17. Professor A. Randolph Parry of Rochester will make a balloon ascension at Farview on Monday, July 17:

Carbondale Leader, July 12, 1899, p. 8:

Prof. A. Randolph Parry,
of Rochester, will make a

Balloon =:-
=:- Ascension

—AT—
FARVIEW
—ON—

Monday, July 17th
UNDER THE AUSPICES OF THE
AMARANTH CLUB.

The Mozart Band will furnish Music for Dancing

Refreshments of all kinds will be furnished by
M. J. Kelly, of Scranton.

Baseball Game

For a Purse of \$25.00, between Honesdale
and Carbondale.

During the day, the Black Diamond Double
Quartet of Scranton, will render some of the
Latest Vocal and Instrumental Music.

Take a Day Off and Enjoy Yourself.

Monday, July 17, at Farview.
DANCING FREE.

“AMARANTHS AT FARVIEW. / How That Progressive Society Will Entertain Their Guests. / Professor A. Randolph Parry of Rochester will make a balloon ascension at Farview on Monday, July 17th. The Amaranth club, under whose auspices the excursion will be ruin, have secured excellent entertainment for an all-day outing at the favorite resort. The famous Mozart band will furnish music for dancing, which will be free. A Baseball game between Honesdale and Carbondale for a purse of \$25.00 will take place in the afternoon. Go along and enjoy yourself for one day. / **BAND CONCERT.** / The program for the band concert which will be given from their balcony on South Main street by the Mozarts is as follows: ‘Star Spangled Banner’ / March, ‘Carsais Triumphal’...Mitchell. / Medley overture, ‘A Cluster of Peaches’...Beyer. / March, ‘Hands Across the Sea’...Sousa. / Selection, ‘Wizard of the Nile’...Herbert. / Waltz, ‘I See Thee Again’...Esthada. / Selection, ‘Operatic Reminiscences’...Lamberdin. / March, ‘Oriental Commandery’...Althouse. / Overture, ‘Polyphone’...Pettu. / ‘America.’ (*Carbondale Leader*, July 13, 1899, p. 5)

There will be a switchback at Shepherd’s Crook; South Canaan Loop to be constructed:

“ROUTE FIXED. / In the New Route Over the Mountain There Will Be a Switchback at Shepherd’s Crook. / It was given out yesterday afternoon by those who claim to have been informed on high authority that the railroad route between this city and Honesdale has been fixed to better meet the requirements of the new form of motive power. / At Shepherd’s crook a switch-back will be constructed and from Farview the road will take a southeasterly course and wind down the mountain side to Waymart. The distance from Farview to Waymart is less than two miles, but the new track between these points will be seven miles long, in order to get easy grade. / Local owners of the prospective brick industry to be established below Waymart are much elated over the fact that the road will run near their lands. / Whether this means an abandonment of the tunnel project cannot be said. The engineers’ figures regarding the underground road have been considered by the officials.” (*Carbondale Leader*, July 14, 1899, p. 5)

Twenty car loads of passengers taken to Farview:

“AMARANTHS AT FARVIEW. / Twenty Car Loads Entertained Today by That Organization. / The Amaranth social club accompanied by the Mozart band and their friends spent a very pleasant day at Farview. Although the threatening skies kept many from going in the morning the clearer aspects of the afternoon was encouraging and many left on the 1:30 and the 3:09 o'clock trains. A balloon ascension, two baseball games and the Mozart's music for dancing proved irresistible for the excursionists and fully twenty carloads in all visited the mountain resort, making the event one of the most successful run so far this season.” (*Carbondale Leader*, July 17, 1899, p. 5)

The lack of available coal cars negatively impacts miners in Jermyn:

"TROUBLES OF THE MINERS. How the Demolition of the Gravity Affects Those in Jermyn—Another Danger Threatened. / JERMYN, July 17. / The Delaware & Hudson colliery which was ordered on three quarters time on Tuesday last has not been able to work more than half time and on Saturday could only work a quarter on account of scarcity of railroad cars. The abolition of the Gravity road has so far been detrimental to the miners' interest as while the Delaware Lackawanna & Western collieries for some time have been working full time and the Ontario & Western collieries nine hours time, it is only with the greatest difficulty that the local D. & H. colliery can get big cars sufficient to ship a half day's coal. / There is a rumor here among some of the Delaware and Hudson employes that there is a possibility that the White Oak breaker may not be re-built but that the coal, much of which is taken from a drift high up on the mountain, may be brought here and put through this breaker. It is feared such an arrangement would be detrimental to the miners here as the colliery is already so congested with men that on a three-quarters day they get little more than half coal, and the bringing of coal from Archbald would evidently make it worse. Of course the whole thing is but a rumor and it is possible the officials have not yet decided what they will do." (*Carbondale Leader*, July 17, 1899, p. 5)

Excursions to Farview continue:

“At Farview. / The unpleasant weather kept many away from Farview today where Trinity congregation and Sunday school were picnicking. About five car loads went up with the Mozart band on the ten o'clock train and the eleven and one-thirty trains carried nearly as many more.” (*Carbondale Leader*, July 20, 1899, p. 5)

With the introduction of the new culm burning engines, many engineers were laid off:

"BIG CHANGES ARE COMING. / The End Not Yet in Sight But a Revolution Is Under Way on the D. & H. / Railroad men in this city while they do not know the exact plans of the Delaware & Hudson for the future all agree in saying that some great changes are under way and when they are fully developed will mean much for this city. The belief is gaining ground daily that it will not be long before Erie trains are run through this city to Honesdale and on to New York. / Considerable work is being done on the Albany & Susquehanna division and Nineveh branch. When the Windsor grade is removed the running of trains to Nineveh will be much different from the present hard pull and will work some train changes. The company now have a quantity of their construction apparatus in this vicinity—to be used probably on the Honesdale branch. [emphasis added] In part it consists of two stationary engines placed upon flat cars and which can thus be readily moved to any point desired. They are worked by steam supplied from the locomotive accompanying the cars. These will operate derricks or steam shovels. Flat cars will be used for carrying earth and they will be unloaded expeditiously by means of a plow which is passed over the top of the car and throws the earth to one side. Sheet iron plates extending from one car to another make the tops of the cars one continuous surface. / The apparatus is now being used in the work of drilling Anthracite park for the storage of coal there. / **MEN LAID OFF.** / Eighteen of the sixty freight engineers formerly running on the Albany & Susquehanna division of the Delaware a& Hudson railroad have been laid off recently owing, the railroad men say, to the fact that the division is replacing the light engines heretofore used on the division, with the massive locomotive known as the 'culm burner'. These ponderous engines are used only for hauling freight traffic and that their adoption has been the cause of the laying off of the engineers is attested by the fact that only the freight engineers have been thinned out. / Six of the new style engines are already running on the division. Their capacity for hauling is about sixty freight cars loaded to their full capacity, which is so much in excess of the old style light weight engine that the services of the engineers who have been layed off will no longer be required, because the new engines necessitate fewer trains. No firemen, brakemen or conductors have as yet been told that they could take vacations for an indefinite time and developments in this direction are awaited with much interest. That the road is interested in the men that have virtually been dismissed, and that the action would not have been taken unless the welfare of the road demanded it is shown by the fact that superintendent Hammond is endeavoring to find positions for the men on other roads. Already he has secured places for eight of the men, and it is said, on what is apparently good authority, that he had assurances from the Baltimore & Ohio railroad that by next September that road will take ten of the men. Some of the men may also go back to work with the old line when the new engines arrive. / **NO MORE LIGHTWEIGHTS.** / The 'culm burners' that will be put on in September will come from the Schenectady Locomotive

works and will be quite similar to the ones already at work. In addition to them there will also be installed three 'pushers' for mountain work, thus enabling the Albany and Susquehanna division to do away entirely with the three remaining light weight engines on their tracks. / The saving effected by the heavy engines is threefold. / Fewer train crews are required, a grade of coal about one-half cheaper than that heretofore used is available and there is saving in time required to haul the freight from point to point. On the old style engine the coal used is known as 'lump' coal, while the culm burners will satisfactorily do their work with pea or buckwheat, which is known by the dealers as 'wash' coal. / The putting of heavier engines on the tracks of the Albany & Susquehanna division is in line with the general policy of this as well as other progressive roads, to acquire heavier rolling stock. On account of the unusually high price which wrought scrap iron brings at the present time there could be no more favorable opportunity to get rid of the light engines and the other ironwork incidental to light rolling stock. It is said that the light engines that have been retired are being cut up into old scrap at the shops of the company at Oneonta. Heavy five-inch rails have been laid along the main tracks and the old steel rails that were torn up are now being laid in the yards along the line. To make room for them the old iron rails that have done service in the yards are being torn up and sold as old iron. This changing of rails is undoubtedly due to the price at present commanded by old iron. / Another movement which shows the tendency toward heavier rolling stock is the replacing of the fifteen-ton or 30,000 pounds capacity freight cars with others that will carry as high as 60,000 pounds. (*Carbondale Leader*, July 20, 1899, p. 2)

Seven hundred Gravity coal cars to be burned at Seelyville. Canal boat loading facilities at Honesdale to disappear:

“GRAVITY MATTERS. /What the D. & H. are Doing at Honesdale. / The Delaware & Hudson machine shop at this place [Honesdale] is being stripped of its equipment and the building will be utilized for a locomotive house. A switch has been made from the old loaded track above Seelyville toward the light track. One purpose of this is to run about 700 old cars into the lot there and burn them. / The machinery used to screen the coal at the docks here has been removed and shipped to Carbondale. All that now remains is the skeleton which will also soon disappear and the once extensive coal works and canal boat loading facilities at Honesdale will remain only in history and story.—*Wayne Independent.*” (*Carbondale Leader*, July 22, 1899, p. 5)

Coal storage piles soon to take the place of Anthracite Park:

“THE PASSING OF THE PARK. / How Coal Will be Stored There in the Near Future—Mammoth Carriers. / Those who have not visited Anthracite park lately would scarcely recognize it if passing that way today. Its entire make-up is being changed and when the transformation is complete a notable addition to the city's industries will have been made. / Today 110 men are busy in grading the grounds and putting in the new tracks by which coal will be stored there by the Delaware & Hudson. While this force is a large one it is estimated that they will not have completed the extensive changes before late in the fall. The coal is to be stored in piles as stated some time ago and the necessity for the storage is that the company have determined to mine their full allotment whether there is immediate demand for it or not. / Seven tracks are to run through the center of the park and three at the upper end. The coal is to be shovelled into position and reloaded upon the cars by two mammoth and powerful pieces of apparatus which are new to this section and the details of which the company is not ready yet to give out. They will be operated by two stationary steam engines. / Of the seven tracks the two outside ones will have pits beneath them into which the coal will be dumped and then taken by the carriers to the piles. There will be four of these piles on the east side of the tracks and two on the west side. The track on which the carriers will run will consist of a single rail arranged in a half circle around the piles. It is laid on ties and the plans call for a number of these rails, thirty feet apart; probably to allow for the growth of the piles and the consequent necessary changing of the carriers to be effective.” (*Carbondale Leader*, July 22, 1899, p. 5)

Ten thousand excursionists to Farview on one day:

Odd Fellows from Wayne, Luzerne, and Lackawanna counties, 07-22-1899, 10,000 excursionists. **"A BIG CROWD AT FARVIEW. / Witnessed the Conferring of the Odd Fellowship Degree of Chivalry on Saturday /** The largest crowd that has been at Farview this season was present there on Saturday. The occasion was the reunion of the Odd Fellows from Wayne, Luzerne and Lackawanna counties. The principal attraction, however, was the conferring of the degree of chivalry upon over twenty-five women and four chevaliers. / Excursions were run from all of the places within a radius of fifty miles of Farview and it is estimated that nearly 10,000 persons were in attendance. / The ceremony of conferring the degrees took place at 3 o'clock in the afternoon. It is the most elaborate ritualistic ceremony in the ritual of the order and held the attention of all present from start to finish. / A plot of ground 20 x 150 feet was staked off for the use of those participating. The stakes used were each topped alternately with American and English silken flags, making a very pleasing effect and showing the Anglo-American sentiments of those in charge. / At one end of this space were three tents for the use of the department commander and his staff. At the other end and facing the tents the Scranton Canton, which participated, was drawn up in line with swords at a carry. The Lawrence band of Scranton was stationed in front of the commander's tent. The ceremony was as follows: / **INTERESTING CEREMONY.** / The male candidate for the degree entered in full uniform and after surrendering his sword and uncovering his head passed under the crossed swords of the participating canton called the 'arch of humiliation.' He was then conducted to a font of water in which he washed his hands signifying his desire to cleanse the body of sin. / He was then presented to the Department commander, who was seated in his tent surrounded by his staff. After having examined the candidate's credentials, the latter stepped back in company with a captain, who acts as his conductor. Four young ladies attired in white and wearing a bow of red ribbon, one of pink and green, one of royal purple and one of scarlet, white and purple, respectively, then appeared and took up a position between the commander and the candidate. / The candidate was next required to kneel on his right knee and placing his hand upon a bible placed on a drum before him he repeated the following obligation: 'I _____ of my own free will and accord before these living witnesses, do thus voluntarily promise and obligate myself to defend maidens, wives, widows and orphans in their rights; to relieve the distressed; permit no extortion, so far as I may be able to prevent it; to support those who are weak and powerless to maintain their rights, and to administer justice to the advancement of honor and the suppression of vice. All of which I, in this presence, do avow it my purpose and intention to perform to the extent of my ability, under penalty which shall be no less than degradation caused by the loss of my personal and military honor, should I violate this solemn obligation.' At the conclusion of this vow the drum rolled and the members present presented swords. / **LADIES TAKE A HAND.** / The first young lady then stepped forward and placed upon the heel of the candidate a golden spur giving the instrument of coercion to the strongest member of the body and beseeching him to go on in the chivalrous work. / The second young lady then advanced and presented the candidate with his sword, telling him to unsheath it only in the right and to use it in

defense of the principles he had just voluntarily espoused/ The third young lady next stepped forward and handed the candidate a steel gauntlet, as a symbol of firmness, and warned him to be ever firm and true and exercise the quality of mercy. / The fourth lady then advanced and gave the candidate a white silk glove, symbolizing that however bold and firm he might be kindness and gentleness must be used before force of arms is resorted to. / The decoration of chivalry was next pinned upon the breast of the kneeling candidate by a tiny girl clad in white, typifying innocence and purity. The decoration consisted of a white cross of ancient design having mounted upon the face a scarlet heart and bearing a golden crown, with the following motto on the back: 'Be just, merciful, honorable and brave.' / The whiteness represents purity, upon which all justice is built; the scarlet heart, the heart of man, from which flows the fountain of mercy; the golden crown is indicative of the crowning virtue, honor, when practiced to defend helpless women. The candidate was then struck slightly on the back by the commander with his sword and was created a chevalier." (*Carbondale Leader*, July 24, 1899, p. 2)

First-class baggage rooms at Carbondale's city station:

"AT CITY STATION. / Improvements Made Recently in the Baggage Rooms. / The baggage department at the city station is as near perfection in that line as can be reached. It has been newly fitted throughout with all the modern conveniences pertaining to that work, there being among the latest things added a set of large lock boxes arranged in two tiers to bring the top high enough to be used as a counter. These lock boxes are all numbered and each is devoted to the use of a different official or department of the company. A new desk and double action gate completes the counter arrangement, the whole being built of white ash and paneled in neat designs. / Another convenience just added is a wardrobe for the employes and a stores closet for supplies, all arranged in handsomely finished compartments and having the appearance on the outside of a large cupboard. / Another feature that contributes much to the complement of the department is the kind and courteous employees. Paul Burton for so many years baggagemaster at Union station is the efficient general baggagemaster here, with Clarence Mann also an employe of the Delaware & Hudson for a term of years as his assistant. These gentlemen are in charge during the day, giving way at seven o'clock for Robert Marshall, another courteous official who has entire charge at night." (*Carbondale Leader*, July 25, 1899, p. 5)

More coal cars needed:

"THE LACK OF COAL CARS. / Is the Only Thing That is Holding Back the Anthracite Trade—Dumping at the Park. / The outlook for the coal trade in this section has a rosy hue, if the statement of a gentleman who is in the position to know is true. He stated positively that the miners in the employ of the Delaware & Hudson company would be working on full time if the

company had more cars at its disposal. 'Hundreds of these cars' he said 'are scattered all over the United States, some loaded with coal being forwarded to destination, and some empty that are being returned. Stocks at tide water, are extremely low and dealers are putting in their fall and winter supply. / 'This is the season of the year,' he continued, 'when the millionaires and wealthy business men are away on their vacations and during their absence their coal bins are being filled for the year.' It was his opinion that the present rush will continue for some time on account of the increased demand for which there are several causes. One of these is the flourishing condition of the vast business interests of this country. The demand is really greater than the supply. / Speaking in regard to the change of the park from a race track to a coal dumping station, he said, that this is rendered necessary, because the demand for all grades of coal are not uniform. There are various grades, viz: broken, grate, egg, stove, chestnut, pea, buckwheat, birdseye, and rice. Now, said he, 'suppose there is a large demand for all grades except broken, grate and egg; these are made by the breaking process and when there is no sale, coal of this class is dumped in large piles till wanted, then it is scooped up by machinery and loaded in cars and shipped. / 'The company,' he said, 'formerly had a dumping ground at Honesdale, but when the gravity road was abandoned, arrangement had to be made for the establishment of a dumping ground here. The steam sizes' he went on to say 'are always saleable on account of the large consumption. If we had the cars, this would be a busy place, I tell you. There would be plenty of work for the miner and everybody else connected with the trade.' / He spoke of the flourishing condition of the iron industry, saying that when the iron trade is booming, it can be regarded as an index or indication of the business interests of the country. In this connection he said that the grade of coal known as broken which is used exclusively in the manufacture of certain kinds of iron, just now has a large sale. It was his opinion that miners in this valley will see better times in the future than for several years past." (*Carbondale Leader*, July 25, 1899, p. 6)

950 excursionists from Newburg, Middletown and all intermediate stations to Carbondale:

"950 EXCURSIONISTS/ Came Here from Port Jervis, Newburgh and Middletown Today.
/ Today it was announced the Erie would run an excursion from Newburg, Middletown and all intermediate stations, to Carbondale. The train was expected to arrive in Honesdale about 11 o'clock a. m. and this city at noon. At 2 o'clock the excursionists put in an appearance and there was a big crowd of them. The weather was fine for riding over the old Gravity and one and all were delighted with their trip. The majority of them made an onslaught at once on the hotels and restaurants and for the following hour there was a lively business done in those places. / There were 950 people on the excursion and their presence gave a very lively appearance to the streets during their stay." (*Carbondale Leader*, July 27, 1899, p. 5)

Railroad activity everywhere on the mountain. Preparations for the switchback as Shepherd's Crook. The lower track will be extended directly from what is known as the 'straight line' crossing the site of the present 'horse-shoe' at or near the middle and running on an embankment over the canyon:

“THE BRANCH AN ACTIVE SCENE. / What Is Being Done Along the Line of the Old Gravity Railroad—the ‘Horse Shoe’ Soon to Go. / The many changes that are being wrought along the line of the Honesdale branch are objects of much interest to travellers over this railroad. The change from gravity to steam as motive power and the use of larger cars involves the straightening of the many short curves and these are being changed all along the line by first building the improved stretch of track laying the new rails to within a few feet of the old ones so that it is but a few minutes work to change from the short to the lengthened curve. At Bushwick this method was employed to reduce the grade at that point and at the same time change the curve. / A little above Bushwick, the extension of culverts and temporary trestling indicates that the tracks will be thrown to the left at that point and excavating a little further on at what is known as cold spring shows that a radical change will be made there also. / At No. 3 a new bridge is among the things most noticeable besides sidings leading to the clum washer detailed in the LEADER a few days ago, and also a temporary building with a track leading to it at the site of the new artesian wells. Here the scene is one of activity. Workmen are engaged in clearing the ground about the new washery building and when the washery is working a number are seen about the chutes in which the culm is taken into the building. Thus a scene of comparative desolation has been changed into one of greatest activity within a few months. / Again at Shepherd's Crook one is surprised to find hundreds of men engaged in clearing away the brush and making a new road-bed that will form part of the new switch-back that will take the place of the curve there. The lower track will be extended directly from what is known as the 'straight line' crossing the site of the present 'horse-shoe' at or near the middle and running on an embankment over the canyon. The return track will be laid to the right of the cut returning to the present line about an eighth of a mile above the shoe. The grade on the lower track will be a little over one hundred feet to the mile. That on the upper track will not be so heavy. / The next scene of active operations is at Waymart where men are engaged in taking down the wooden trestle and taking up the rails on the unused tracks. Between that place and Honesdale there are many indications of improving the road such as new ties and rails but comparatively few men at work and these are mostly clearing away the brush and ties along the tracks. At the coal dumps quite a number are employed in loading what coal there is left, into widened gravity cars. Here a large steam loading device is being used to good advantage, filling a large number of cars every day.”
(*Carbondale Leader*, July 28, 1899, p. 5)

Thirty-one Gravity cars take excursionists on a ride on the Gravity, the last vestiges of which are soon to disappear:

“THE EXCURSION OF THURSDAY. / How the Old Gravity Road Was Viewed by a Port Jervis Newspaper Man. / Of the excursion to this city Thursday from Newburg and

intermediate points the *Port Jervis Gazette* says: 'It was advertised to be 'the last ride over the gravity,' but gosh! There is very little of the gravity left, and one who takes the ride now gets but a suggestion of the exhilaration and pleasure which one experienced before the practical abandonment of the system. Yet, if any one has not ridden over the gravity he should do so at the earliest opportunity, as the complete disuse of the planes is evidently very near at hand. / Our Erie train yesterday drew right alongside the long string of open Delaware & Hudson Canal Company cars at Honesdale, and the excursionists filled thirty-one of the little cars. Then our locomotive coupled to the train and bravely pulled the string over the serpentine track to Waymart. It is the crookedest piece of road imaginable, and frequently the train was on two or three sharp curves at once. Formerly, this trip of several miles from Honesdale to Waymart was made over the Gravity by a succession of planes up which the cars were pulled by cables, but these inclines have been stripped of cables, rails and, in some instances even, of ties and the huge embankments and trestle stand out like monster black monuments of a once flourishing industry. The power houses are being ripped to pieces, the powerful machinery is being shipped away, great cables lie in rusty coils, immense boilers come crawling out of their casements and lie about awaiting shipment, and, in fact, the whole region is full of skeletons, remains and monuments, which impress the beholder with a deep feeling of regret. / At Waymart our train was cut in sections of three or four cars each, a cable was hitched to each in turn and they were whisked up the steep inclines and all were again united at the top—Farview. The long string then slid down the six mile grade, around the 'Shephard's Crook,' and so down to Carbondale. / The rain arrived with the excursionists and remained with them during the two hours of their stay in Carbondale. Many of the party picnicked in the waiting room of the depot, a whole host were fed by the ladies' guild of a church adjacent to the station (the guild netted \$25 in about an hour) and still others fared well at the Hotel Anthracite. One small party was wandering aimlessly along the street when the mistress of a fine residence invited the whole party into her home, gave them free use of her dining room and was most hospitable. / At one time, thousands of cars were daily taken over the gravity, but now, aside from the excursions, they can be numbered on the fingers of one's hands. On Monday, an attempt was made to take a dozen standard size coal cars over the road but the train was stuck at 'Shephard's Crook' and only seven could be taken around at one time. To obviate this difficulty, the crook is to be abandoned and work was commenced on Monday to put in a big Y at this place for use until some better plan can be adopted. Work has also been begun on a line of track which is to be run around the little hills between Farview and Waymart, and when this is finished the passing of the gravity will be complete. / At the present time practically no coal is being shipped over the road. There are yet great storage piles in Honesdale and from these only about 85 cars a week are being shipped, while formerly that number were shipped each day.'" (*Carbondale Leader*, July 29, 1899, p. 2)

Freight car shortages all over the country:

"IT'S ALL OVER THE COUNTRY. / Carbondale Is Not Alone in Its Demand for Cars That Can Not Be Furnished. / Commercial agents and shippers generally are complaining of a freight car shortage, and they are unable to secure enough box and flats to handle shipments. / Every railroad entering each of the large cities today needs more cars than it has or can get to meet the demands of shippers. This condition is not due to any great and sudden increase in any particular traffic, but is due to the steady growth of all kinds of traffic. From all indications the year 1899 will eclipse all former years in the volume of business done by the railroads. Last year was one of prosperity for the railroads, the increase in traffic as compared with that of several years previous being considered almost phenomenal; but there is almost as great an increase in the earnings so far this year over those of the corresponding period of last year as was the case in 1898 over 1897. / As an illustration of the amount of business being done by the railroads running east from Chicago may be given the following statement of James L. Clark, general western freight agent of the Lake Shore road: / 'This summer's business is the largest in the history of both Eastern and Western roads and is fully four times as large as that of 1898. I attribute the large volume of business to the general prosperity of the country. It has been a steady, healthy increase, and there is no sign of abatement.' / The Burlington railroad is a representative Western road, and its general freight agent, Thomas Miller, says: / If we could borrow or hire from 5,000 to 10,000 box cars we could find immediate use for all of them." (*Carbondale Leader*, July 29, 1899, p. 5)

9912

August 1899

Coykendall will keep the D&H Canal open if it is not assessed too much:

"THE D. & H. CANAL. / Mr. Coykendall Will Keep It Open if It is Not Assessed Too Much. / Superintendent Graham Rose, of the canal, and lawyer Van Etten, of Kingston; the Hon. I. N. Cox and Hunt, and Donaldson had a talk with the assessors on Tuesday, when, it was arranged that the canal in this town should be assessed at a thousand dollars a mile or \$12,500, and in consideration of this assessment, Mr. Rose and Mr. Van Etten agreed on the part of the new canal owners that the canal shall be kept open each season until a railroad is built to take its place. / Mr. Coykendall offered to keep the canal open from Sumitville to Rondout until a railroad is built, if it was not assessed over a thousand dollars a mile, and it is understood that we will have the use of the canal until we get a railroad.—*Ellenville Press*." (*Carbondale Leader*, August 2, 1899, p. 5)

Twenty-five acre dumping ground for coal in the Carbondale yard is being created. The job will take six months:

"BUSY SCENE AT THE PARK. /Some Description of the Work Being Done on the Big Coal Storage Plant There. / The Coal storage plant that is now in the course of construction in this city by the Delaware & Hudson company is a gigantic enterprise and will redound to the interest not only of the miners and the company but to the city generally As has been stated, the plant will occupy what was formerly known as Anthracite park, comprising about twenty-five acres, and it is proposed to make it a dumping ground for coal for which there is no immediate demand. Hence the company use the term of 'Coal Storage.' As is well known, when the coal is brought from the mine and passes through the breaker, it comes out in various sizes for each of which there is a distinctive name. When there is no demand for certain kinds it is dumped or stored upon this ground 'till wanted. / **MUCH FILLING. /** In the first place, the erection and construction of the plant is a wonderful piece of engineering skill. The entire park will be made as level as a house floor. At present there is a large force of men with wheelbarrows, carrying earth and dumping it into the low places. Then there is a team and several men with a scraper doing the same thing. The large bank of earth which looks more like a hill than a bank, on the northend of the park will all be taken to fill in the low places and make the ground perfectly level. / On the west side a railroad track has been built and long train loads of culm and ashes are being brought in to help in the filling up and leveling process. Then at the south side there has been erected a shanty fifty or more feet in length in which is stored the tools of the men employed. In one end the engineer and others having charge, have an office. All of these men are skilled, and they are busy in scanning long sheets of blue print upon which the plans for entire plant is set forth. / **ALL ON THE JUMP. /** Every thing is on the move. The men are all in a hurry. It appears that the company are in great haste to complete the plant. Indeed, it is probable that the company never in its whole history, decided so quickly on the construction of a similar plant. When the Gravity road was abandoned the company had to relinquish its storage ground at Honesdale and immediately commenced to seek some other place near its base of operations, so this park was reclaimed from the Traction company who held a temporary lease on it. The move was made so quickly that all of the plans for the plant are not yet complete, and at the company's shops the work of making the iron part necessary is being rushed with all possible celerity. / **CRUSHED STONE. /** Yet it is a herculean task, and probably will take six months to complete the work. At the south end, also, a stone crusher was placed in operation today, and there is a large force of men engaged in drawing common field stone that are placed in the remorseless maw of this powerful machine and crushed. / This stone will be used in the concrete for building the foundation for the mammoth trusses which are in the shape of an inverted letter V standing approximately about one hundred feet high. / As the stone is crushed, it is carried to a large hopper at one end which holds nearly a wagon load. There are several teams engaged in drawing this crushed stone to a point where it will be used in constructing these foundations. The teamsters simply drive their wagons under the hoppers and open a slide which permits the stone to roll into the wagon. Near here are immense piles of iron rails that will be used in constructing the track for the many railroads that will cross the grounds. / **A BIG YARD. /** In fact, these grounds, in one sense, will be like a large railroad yard. There will be miles of track. It is

proposed to erect six trusses, as stated above, and when the cars are brought in loaded with coal they are handled by an appliance in these trusses and dumped upon the heaps of coal. The plans provide for four piles on one side of the system of tracks, and two on the other. Between these huge piles, having a capacity of from 25,000 to 40,000 tons of coal each, there will be a perfect system and net work of railroads, so that when there is a demand for the coal, the cars can be run in and loaded readily. (*Carbondale Leader*, August 2, 1899, p. 5)

Another excursion on the Erie from Paterson, NJ to ride on the Gravity road:

"OVER THE FAMOUS GRAVITY. / The Erie to Run Another Excursion to Carbondale Next Week. / One of the most popular of last year's excursions out of the city [of Paterson] was that run by the Erie railroad to Carbondale, over the famed gravity road which carries passengers across the Moosic mountains by inclined planes and along stretches of track apparently level yet so graded that more than twelve miles are covered swiftly by the force of gravity without other propulsion. It will be pleasant news to those who failed to enjoy last year's excursion that the Erie railroad will run another on Wednesday of next week, Aug. 9, the particulars of which will be found elsewhere. The excursion tickets permit of stopping at Farview, a fine day resort on the summit of the Moosics, 2,000 feet above sea level, from where fifteen lakes and many towns in the surrounding country are seen, as well as the Catskills in New York state. Time will be allowed for a view of Carbondale, a thriving city of 18,000 people. The ride to and from that town is one filled with novelty of scenery and transportation, and those who enjoyed it last year spoke in the highest terms of it, many declaring their intention to enjoy it again at the first opportunity. It is largely in response to the popular demand that the Erie runs the forthcoming excursion.—*Paterson Press*." (*Carbondale Leader*, August 4, 1899, p. 6)

The brick making plant on the South Canaan loop will have a capacity of 40,000 bricks a day:

"MAKING BRICK IN CANAAN. / Plant of the New Company Will Have a Capacity of 40,000 Per Day at the Beginning. / How soon brick making will be commenced on the proposed yard in South Canaan can not be definitely announced. It depends entirely upon the progress which is made by the contractors who will build the new Honesdale branch. Everything will be in readiness for the beginning of work in the early spring, however, and then the Swackhammer farm on which the clay bed is located will become a scene of activity. / Messrs. Dimock and Humphrey who will put in the plant have been offered a nice bonus for their options on the property but promptly refused. The bed of clay they have secured is of the best and prospects are an immense business will be done by them. The clay is of several varieties and is

adapted for building, paving and fire brick. / They have decided to put in soon a Henry Martin brick making machine which requires a 15 horse power engine to operate. No crushing machinery will be necessary as the clay is free from stones but contains a quantity of iron which renders, it when baked, remarkably hard. Some specimens of brick made on the premises twenty-seven years ago have been dug up and are in a fine state of preservation. / Five kilns are to be erected and the plant at the start will have a capacity of 40,000 bricks per day. The new Honesdale branch crosses the Swackhammer farm but a few feet from the clay beds and shipping facilities will thus be excellent. There are some old moulds on the grounds which were used in brick making years ago. These will be utilized to make rough bricks with which to build the kilns for baking." (*Carbondale Leader*, August 8, 1899, p.2)

Carbondale is recognized as a regular excursion point by the Erie Railroad:

"TODAY'S 'ERIE' EXCURSION. / Many people From the Larger Cities View the Sights Hereabouts—Advertising Carbondale. / Seven hundred and sixty-three excursionists from Paterson, Newark, Jersey City, New York city and intermediate points arrived in this city on the Erie excursion at two o'clock today, crowding the hotels and restaurants and walking up and down the main thoroughfare 'sight-seeing' until train time. / For once the weather was favorable. It was an ideal day for an excursion and many more stopped at Farview this time than of the last one. It was of the usual typical order of excursionists, young and old, large and small and all trying to see as much as possible in the two hours allotted them to remain here. / It was the second of the three weekly excursions advertised by the Erie for this month. Some of those who came on it were not prepared for out door riding and found the trip over the Honesdale branch rather chilly. As a refreshment car was attached to the train as far as Honesdale there was not the usual rush for dinner in this city. / Carbondale has been widely advertised by these excursions. The New York papers have been full of them and dodgers describing the trip and this city have been distributed throughout the metropolis as well as the smaller cities along the line. In addition to this the Erie company now recognize Carbondale as a regular excursion point and have placed on sale at all its ticket offices in this vicinity excursion tickets over the old gravity. These are good to return on till August 31. In the list of excursion resorts with which Carbondale is advertised by them appear Atlantic City, Chautauqua, Cooperstown, Long Branch, Narragansett Pier, Niagara Falls, Saratoga and Ocean Grove." (*Carbondale Leader*, August 9, 1899, p. 5)

Drake & Stratton of New York City, extensive railroad contractors, have the contract for the new railroad from Waymart, via Swackhammer's in South Canaan to just beyond Farview, a distance of seven miles:

“TO BE READY DECEMBER 1. / The New Honesdale Branch Will Then Be Completed and the Gravity Abandoned. / Drake & Stratton, extensive railroad contractors, of New York city, have secured the contract for the new railroad from Waymart, via Swackhammer’s in South Canaan, to just beyond Farview, a distance of seven miles. / They have a foreman at Waymart, making preparations to begin operations. A car load of tools is also in that town, and steam shovels and other appliances are also expected this week. The outlook now is that a large number of men will be at work on this portion of the improvement early next week. / The gravel train was again called into service, between Honesdale and Waymart, this morning, and great changes may be looked for along this portion of the road, during the coming two months. / It is now the expectation to have the large yellow coaches of the Delaware & Hudson system running between Honesdale and Carbondale, on or about December 1st. / The Delaware & Hudson and Erie are both to ship coal over the new road, the amount probably being some 1,220,000 tons, annually. / All gravity trains in and out of this city are now running with an extra open car to accommodate summer travel. The destruction of several hundreds of the old gravity coal cars by burning will take place in Honesdale and its immediate vicinity.” (*Carbondale Leader*, August 10, 1899, p. 2)

“Drake & Stratton’s crews also excavated a ½ mile cut west of Farview in order to remove a reverse curve near the head of No. 4 Reservoir.” (*Stuart Dixon*, p. 20)

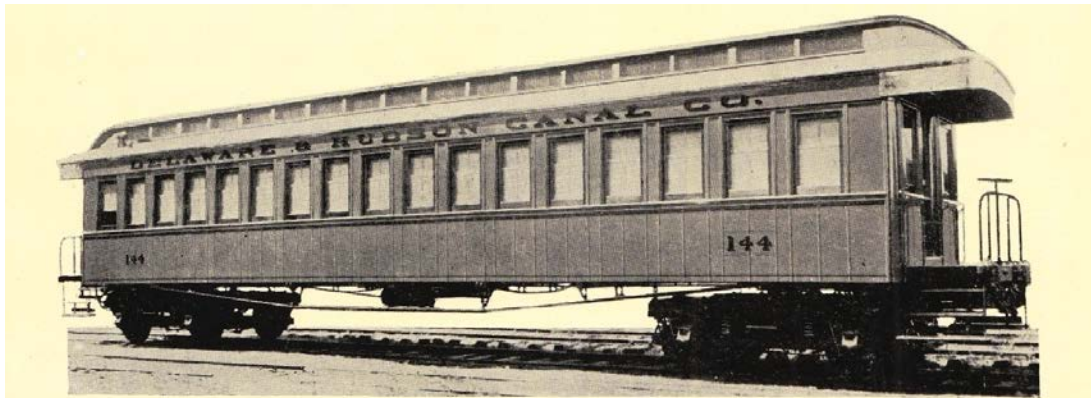
Plans formulated for a gravity road from Carbondale to Crystal Lake:

"BY GRAVITY TO THE LAKE. / Possibility of an Inclined Railway to That Resort is no Longer a Remote One. / Ever since the building of the gravity system of railroad between Carbondale and Crystal Lake was broached in the LEADER some weeks ago the matter has been under consideration by a number of well known gentlemen of this city and the possibility of such a line is not at all remote. The gentlemen have been quietly looking over the ground during the past week and making the preliminary estimates that are necessary to an intelligent starting of the enterprise. / No surveys of course have been made or routes decided upon but a rough estimate of the number of planes and equipment required has been had and this is thought to be sufficient to lay before the New York capitalists who will be asked to furnish the funds to equip the road. The local gentlemen interested express no fears about being able to secure right of way at a reasonable figure in view of the immense benefit such a road would be to this section. / The disbandment of the Delaware & Hudson gravity road throws on to the market a large quantity of material designed especially for such use and it could probably be obtained at reasonable figures. The road could be operated very cheaply and would have no little freight and coal business for Dundaff and that entire section. But it is the summer excursion traffic to the lake that is being most counted upon. With such facilities for reaching this popular resort as a gravity road would afford there would be thousands from this valley and northeastern Pennsylvania going to Crystal lake daily." (*Carbondale Leader*, August 10, 1899, p. 56)

Large yellow coaches on Honesdale Branch on or about December 1:

"It is now the expectation of the company to have the large yellow coaches of the Delaware & Hudson system running between Honesdale and Carbondale, on or about December 1st." (To Be Ready December 1," *Carbondale Leader*, August 10, 1899, p. 2.

Passenger, Freight and Work Equipment on the Delaware and Hudson, The Delaware and Hudson Company Board of Managers Inspection of Lines, June 2, June 5, 1927, p. 27:



Passenger Coach of the late 70's

Coach 144 was built by the Gilbert Manufacturing Company, late in this period. The length over platforms was about fifty feet. The headlining, or interior ceiling, was of canvas elaborately decorated with pictures and scroll. The seats were upholstered in red plush. Two Spears stoves, one at each end, furnished the heat. Oil lamps provided the illumination. The exterior was painted yellow.

The basic body color of railway passenger cars before 1870 was yellow:

In "Splendor and Gloom: The Decoration of Victorian Railroad Cars" by John H. White, pp. 38-47, *Nineteenth Century*, Vol. III, No. 1, Spring 1977, we read (p. 40):

"The basic body color [of railway passenger cars] before 1870 was yellow. It was described as a very pale, creamy yellow, much like linen or straw. Light blue, pea green, gray green, drab, and Indian red are other colors used in this period. Dark body colors were occasionally used in the first decades of the American passenger car, but again pale yellow seems to have been the general favorite, serving as an effective ground color for accent decorations in vermillion, ultramarine, lake, and gold and silver leaf. Yellow was also basic camouflage for the clay dust churned up by the train. A yellow car could be coated with yellow dust and still present a tolerable appearance. . . The roof ribs were covered with a head cloth. An extraordinary variety

of materials were used for this purpose but most popular, before 1880, was colorful oilcloth or painted cotton duck head-linings. Silk and German damask were more elegant but they were difficult to clean and easily soiled even by minor roof leaks. Enameled cloth overcame these difficulties. Common cotton duck was filled with sizing and then painted in bright colors, often in geometric patterns, hand printed with wooden blocks. Head cloths for the best class of cars were decorated free-hand at a cost of \$125.00."

Three more excursions from New York City and Newburgh, NY to Carbondale and the Gravity Railroad:

"EXCURSIONS. / Carbondale the Objective Point of Three More Within the Next Two Weeks—What People Say About the Trip. / Thick and fast and from all sides come the excursionists to Carbondale this season. On August 18 and 23 we will have New York city excursionists by way of the Erie. On Monday August 21 will come a large party over the same road from Newburgh and intermediate points. [See the broadside, here, on pp. 126-28 for this excursion on August 21, 1899.] / An opportunity is offered the patrons of the Ontario & Western for one of the most enjoyable and instructive day's outings of the season, on Friday, August 18, when they will run an excursion to this city and Farview. The excursion will be run from points as far north as Norwich and similar affairs in the past have been patronized by several hundred people. / Regarding last Wednesday's excursion the Paterson Press says: "The nearly 200 excursionists who went from this city to Carbondale yesterday report having had a most delightful trip into the Pennsylvania mountains and over the gravity road. Each one came back a walking advertisement, as they are advising their friends to take in the trip." (*Carbondale Leader*, August 11, 1899, p. 5)

Jadwin family reunion held at Farview, with 59 members present:

"JADWIN FAMILY AT FARVIEW. / Enjoyable Reunion Held at that Pretty Mountain Resort—Fifty-nine Members Present. / Yesterday the annual re-union of the Jadwin family was held at Farview, fifty-nine of the members being present and contributing to one of the most successful gatherings from the standpoint of enjoyment, that the family has ever held. The weather was not ideal for such an event a dense fog or mist completely enveloping the grove and making a view of the picturesque country surrounding, almost impossible. A short time before the departure of the party the mist became dissipated somewhat, but not entirely. / There was no feature lacking in the entertainment provided, the repast to which the family was seated being a sumptuous one and following it the addresses made by different members proved very enjoyable. Among those who addressed the assemblage were: Rev. William Jessup, Lieut. Col. Edgar Jadwin, C. Comegys, Cornelius C. Jadwin, H. B. Jadwin, C. P. Jadwin, Miss Marie Jadwin and Mrs. O. H. Jadwin. / One of the most interesting of the addresses was that of Cornelius C. Jadwin who gave in detail the history of the Jadwin family since the first emigrant Thomas Jadwin arrived in Virginia in 1651. It was virtually a complete genealogy of the family. The three Jessup children contributed a unique and enjoyable number in a song sung in the Arabic tongue. / Among those who were present at the reunion were: / **SCRANTON.** Mr. and Mrs. Charles P.

Jadwin, Mr. and Mrs. Ruel Jadwin, Miss Olive Jadwin, Dr. R. Hampton, Mrs. O. P. Clark, Mrs. Helen Wardell, Mrs. John Wardell, Misses Lillian and Charlotte Wardell, C. Comegys, Miss Margaret Comegys, Mrs. H. C. Comegys and Miss Mary Comegys. / **BEYROUT, SYRIA.** / Rev. and Mrs. William Jessup, Theodosia, Elizabeth and Helen Jessup, of Beyrout, Syria. / **HONESDALE.** / Hon. C. C. Jadwin and wife, Dr. and Mrs. D. D. Pierce, David Jadwin and Miss Grace Jadwin. / **NEW YORK CITY.** / Lieut. Col. Edgar Jadwin, U. S. A., Cornelius Jadwin, Miss Charlotte Jadwin, Mr. and Mrs. O. H. Jadwin, Miss Marie Jadwin, Mrs. Bessie Anderson and son Barian, Messrs. Palmer, Paul, Stanley and Donald Jadwin. / **CARBONDALE.** / Mr. and Mrs. H. B. Jadwin, Mrs. M. J. Shields and children, Henry and Eloise, R. A. Jadwin, Mr. And Mrs. T. L. McMillan and son James, Miss Mabel Jadwin, Hal. H. Jadwin, Mrs. John Jadwin, Misses Susan, Augusta, Florence, Gladys, and Amber Jadwin, John Jadwin, Misses Helen Alexander and Edith Fowler.” (*Carbondale Leader*, August 12, 1899, p. 5)

Obituary of Mrs. Alice (Plumb) Jadwin, widow of Henry B. Jadwin, published in *Carbondale Advance* of September 11, 1880, p. 3. Mrs. Jadwin, whose residence was on 7th street, died on September 3, 1880, aged 67 years.

Constructing the rail line from Farview to Waymart: 200 Italian laborers brought in from New York; disputes over land values with property owners:

“THE QUESTION OF DAMAGES. / Is Now Agitating the Canaan Farmers Over Right of Way for the Honesdale Branch. / The eastern side of the Moosics in the vicinity of Farview is now the scene of great activity. 300 men are employed in constructing the new Honesdale branch of the Delaware & Hudson; the contractors having secured nearly 200 Italian laborers in New York who were shipped to the scene on Friday. They have already made perceptible progress in the grading and there is little doubt that the entire seven miles of new road will be completed by December 1. / Among the farmers through whose lands the new line runs there is much perturbation over the amounts that they have been offered by the company for right of way. Of course they do not come up to what they want and a general visitation is being had among them daily to agree upon a uniformity of rates and decide upon what they shall do in the matter. In the meantime the company is proceeding with its work. / As the property owners’ demands now are they average seventy-five per cent. higher than the sums offered by the company. On property for which the Delaware & Hudson offer \$1,000 a claim is made for \$1,750. The outcome of this uncertain. If objections are made to continuing the work without an agreement having been reached the company will doubtless file bonds at Honesdale and then go on under legal sanction. The remedy for the land owners is then by suit for damages. Or viewers in condemnatory proceedings might be asked for by the corporation. It is generally believed that in either event the company would have to pay more than if offers as Wayne, like Susquehanna county, is an

agricultural section and believes in the full value of land. / 'As the new road is now staked out it will probably need some switch room or additional tracks at the top of the mountain' said a well known railroad man yesterday. 'It is a result of the zig-zag route rather than the use of the curve at Shepherd's crook as at present. If, after zig-zagging the trains were to continue in the same direction as when started no difficulty would be had. But they will go in exactly the opposite direction and thus a reversal of the trains is necessary. New engines will therefore have to be taken on at the top of the hill and for their accommodation some switches will be required. This change at that point also applies to passenger trains and here comes in a difficulty that is well nigh insurmountable. By the zig-zag plan every seat will have to be reversed at the summit unless passengers want to ride backward all the way to Honesdale. Mind, I am only telling you how this thing looks to me; for I haven't the least idea of the final changes or plans that are being made there by the company.'” (*Carbondale Leader*, August 16, 1899, p. 2)

Broadside announcing Erie excursions to Carbondale:

In March 2009, John Buberniak discovered for sale on the Internet a broadside (7 7/8" x 18 3/8") advertising one of these Erie excursions (August 21, 1899) to Carbondale. He purchased it and sent it to the Carbondale Historical Society as a gift. The seller was "Calison, P. O. Box 837, Wallkill, NY 12589).

The excursion for Monday, August 21, 1899 that is the subject of that broadside is spoken of in the article "**EXCURSIONS. / Carbondale the Objective Point of Three More Within the Next Two Weeks—What People Say About the Trip.**" That article is given herein on p. 124.

Here is that broadside:

Midsummer Recreation!



DELIGHTFUL

EXCURSION

Through the heart of the
Pennsylvania Mountains and Coal Regions



Carbondale

AND RETURN

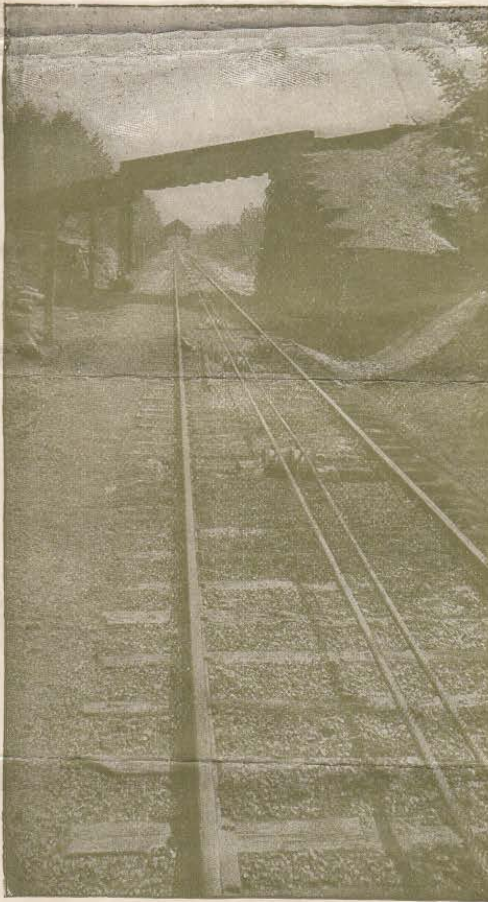


THE SHEPHERD'S CROOK.

Via Honesdale and
D. & H. Company's

Gravity Railroad

STOPPING AT BEAUTIFUL



FARVIEW

Monday
August 21
1899

The midsummer glories of mountain and valley are nowhere more delightfully combined than in this region of which Washington Irving spoke in terms of highest praise more than fifty years ago.

In writing to his sister, in this same month of August, year 1841, he mentions "A constant succession of scenery that would have been famous had it existed in any part of Europe."

It is no less beautiful now than it was when Irving made the greater part of his delightful journey by the slow canal boat, but the traveler of to-day commands much easier means of access. Now the railway passes directly through the heart of the mountains, climbing higher and higher, and finally reaching the very top of the Moosic Range, an altitude of 2,000 feet above the sea.

Farview needs little description—it speaks for itself. A beautiful park on the mountain-top, observatories, charming walks and drives, and magnificent scenery, make it an ideal spot for a day's outing.

Let everyone enjoy this
delightful recreation trip.

NOTE THE TRAIN SCHEDULE AND LOW EXCURSION RATES:

	A.M.	Rates		A.M.	Rates		A.M.	Rates
Lv. SUFFERN	7.10	\$1.50	Lv. NEWBURGH	6.42	\$1.50	Lv. MIDDLETOWN (Main St.)	8.30	\$1.25
" HILLBURN	7.12	1.50	" NEW WINDSOR	6.51	1.50	" MIDDLETOWN	8.33	1.25
" RAMAPO	7.15	1.50	" VAIL'S GATE JCT.	6.56	1.50	" HOWELLS	8.41	1.25
" STERLINGTON	7.17	1.50	" SALISBURY MILLS	7.06	1.50	" OTISVILLE	8.51	1.25
" SLOATSBURG	7.20	1.50	" WASHINGTONVILLE ..	7.12	1.50	" GUYMARD	8.59	1.25
" TUXEDO	7.28	1.50	" CRAIGVILLE	7.22	1.50	" PORT JERVIS	9.15	1.00
" SOUTHFIELDS	7.36	1.50				" POND EDDY	9.38	1.00
" ARDEN	7.41	1.50	Lv. GREYCOURT	8.06	\$1.35	" PARKER'S GLEN	9.46	1.00
" TURNERS	7.47	1.50	" CHESTER	8.09	1.35	" SHOHOLA	9.56	1.00
" MONROE	7.52	1.35	" GOSHEN	8.17	1.25	" LACKAWAXEN	10.07	1.00
" OXFORD	7.58	1.35	" NEW HAMPTON	8.24	1.25			

Arrive HONESDALE 10.50 A.M., FARVIEW 11.50 A.M. and CARBONDALE 12.25 Noon.

RETURNING,

Leave {	CARBONDALE	4.00 P.M.	}	Arrive NEWBURGH	9.20 P.M.
	FARVIEW	4.30 "		" SUFFERN	9.35 "
	HONESDALE	5.45 "			

TICKETS AND COMPLETE INFORMATION CAN BE OBTAINED ON APPLICATION TO AGENTS.

D. W. COOKE,

Ass't General Passenger Agent.

D. I. ROBERTS,

General Passenger Agent.

Chas. B. Reed, Printer, 142-148 Worth St., New York.

Here, from the *Carbondale Leader* of August 21, 1899 (p. 5), is the account published by that paper of the August 21 trip announced in the broadsheet given above:

“LOOKING FOR ‘COAL FIELDS.’ / Carbondale Crowded With Excursionists from Southern New York Towns—Lack of Amusement. / One of the six hundred excursionists brought to this city today by the Erie approached a gentleman on Main Street with the query: ‘Where do excursionists generally put in the three hours time allotted them.’ We expected to be landed in a park or grove of some kind continued the gentleman. He was directed to the nearest coal breaker to take in the sights and advised to take the 3:09 train to Farview. / Another man approached a gentleman standing in front of the Hotel Anthracite with the query: ‘Where is the park?’ / The place was pointed out and the man started with his family across the street, had barely crossed when he returned with the second query: ‘Can you go in?’ After being assured that the fence was placed there only to keep cows, swine and other domestic animals out he proceeded on his way and was seen later with the family eating their luncheon on the lawn. Other parties followed and soon all the shaded places were filled with people who sent out and bought beer by the dozen bottles turning Memorial park into a ‘beer garden’ for the time being. / These people were from parts in southern New York, near Port Jervis and Monticello. They arrived here at half-past one o’clock and their train left again at four. Many of them had never visited the coal regions before and someone started the story shortly after their arrival that a big man with whiskers was looking for the ‘coal fields’ and some one had directed him to Coalbrook where there was a large field where the coal was about ‘half ripe.’ ” (*Carbondale Leader*, August 21, 1899, p. 5)

Sacred Heart church of Plains will picnic at Farview on August 26, 1899:

“GOING TO FARVIEW. / Father Hussie’s Parish to Picnic at That Resort Saturday. / Rev. Father Hussie, pastor of Sacred Heart church, Plains has issued the following to his friends: / ‘The undersigned ventures to make the excursion of the Sacred Heart congregation to Farview on Saturday, Aug. 26, of interest to you. This congregation has been burdened with debt and the work of mortgage burning has been assigned to me. You can readily realize the difficulties of the position. Be pleased to join my friends in their efforts to relieve me of embarrassment of failure, assuring you that the result of your assistance will be highly regarded.’ ” (*Carbondale Leader*, August 21, 1899, p. 5)

Changes to take place in Honesdale:

“CHANGING THE OLD GRAVITY. / What the Delaware and Hudson Officials Contemplate Regarding a Depot in Honesdale—Other Notes. / On Monday evening vice president H. G. Young, superintendent C. R. Manville, chief engineer James MacMartin and

manager of real estate, C. S. Weston went to Honesdale in a special car to arrange for the depot changes to be made at that place. Mr. Young stated that the grounds surrounding the new station will be nicely graded and laid out into fine greenswards. / Since the gravity was changed to a locomotive road Mr. Young says the company has saved in its operation about \$700,000. / Mr. Muir has received orders to dismantle the coal pockets at that place and ship all timber to Carbondale. As soon as this work is completed, the trestling and tracks connected with the retail coal sales department will all be taken away. / It is the intention of the company to get water from Cajaw pond to supply their locomotives. There are rumors afloat that a company has been formed for the purpose of purchasing that body of water. / The contract for building the new locomotive road and switchback on the Moosic mountain calls for the completion of that work by December 15th. Mr. Young said that the work at Honesdale would be done by the company and not by contract and that it is expected to have it all finished before December.” (*Carbondale Leader*, August 30, 1899, p. 6)

9913

September 1899

New artesian wells for the Racket Brook Washery were drilled:

“BOTH WELLS ARE FLOWING. / Splendid Success Had by the Delaware & Hudson in Sinking Artesian Wells for the Washery. / The Delaware & Hudson company have had a force of men drilling two wells upon its property at Racket Brook for several weeks and their efforts have been crowned with a glorious success. / Both wells are down quite a depth; one four hundred feet and bore hole is eight inches in diameter. The flow of water is large. It is stated that both wells will flow 400 gallons a minute. A large supply of water is needed for use in washing the immense quantity of culm that is put through the new washery at that point. This washery is said to be the best one in this section, containing the most modern machinery and having a capacity of 5,000 tons a day. In cleaning this coal, it requires three hundred gallons of water a minute. It is believed that these two wells would furnish a supply sufficient for one-third of the population of this city. / The quality of the water is unsurpassed, being clear and cold and it is believed an analysis would show it to be free from all deleterious substances. Suffice it to say, the quality is far superior to that furnished this city now. With such an immense supply of water so close at hand it would seem that some arrangements could be made to drill enough of these wells to supply the demand for manufacturing and domestic purposes. That an unlimited supply of water is to be had by simply making the effort, there is no question. And there is no doubt on account of the attitude of the Consolidated Water Supply company in charging exorbitant rates, that during the coming year, numerous wells will be drilled for private concerns if not for public use.” (*Carbondale Evening Leader*, September 1, 1899, p.6)

Another Erie excursion to Carbondale: Seven hundred and sixty-three excursionists from Paterson, Newark, Jersey City, New York City, and intermediate points:

"TODAY'S 'ERIE' EXCURSION. / Many people from the Larger Cities View the Sights Hereabouts—Advertising Carbondale. / Seven hundred and sixty-three excursionists from Paterson, Newark, Jersey City, New York city and intermediate points arrived in this city on the Erie excursion at two o'clock today, crowding the hotels and restaurants and walking up and down the main thoroughfare 'sight-seeing' until train time. / For once the weather was favorable. It was an ideal day for an excursion and many more stopped at Farview this time than of the last one. It was of the usual typical order of excursionists, young and old, large and small and all trying to see as much as possible in the two hours allotted them to remain here. / It was the second of the three weekly excursions advertised by the Erie for this month. Some of those who came on it were not prepared for outdoor riding and found the trip over the Honesdale branch rather chilly. As a refreshment car was attached to the train as far as Honesdale there was not the usual rush for dinner in this city. / Carbondale has been widely advertised by these excursions. The New York papers have been full of them and dodgers describing the trip and this city have been distributed throughout the metropolis as well as the smaller cities along the line. In addition to this the Erie company now recognize Carbondale as a regular excursion point and have placed on sale at all its ticket offices in this vicinity excursion tickets over the old gravity. These are good to return on till August 31. In the list of excursion resorts with which Carbondale is advertised by them appear Atlantic City, Chautauqua, Cooperstown, Long Branch, Narragansett Pier, Niagara Falls, Saratoga and Ocean Grove." (clipping in Gritman scrapbook from the *Carbondale Leader*, dated, September 9, 1899, p. 5) Given in the Gritman scrapbook immediately after the preceding clipping is the following clipping: **"Cleared \$35.** / The ladies of Trinity guild who served luncheon for the New York excursionists yesterday, cleared about \$35 by their enterprise."

D&H storage ground at Anthracite Park to be completed by December 1:

"A BUSY SCENE. / New D. & H. Storage Ground at Anthracite Park Will Be Completed By December First. / The large force of men at Anthracite park have transformed that once famed pleasure ground into a place that will soon in reality merit the title, 'Anthracite park.' Masons are almost through laying immense stone abutments for the circular trestle, and the brick foundations for the steam coal-handling appliances are now completed. / The company is pushing the work with hopes of completing the storage plant by December first and the trackmen under John Easton have already made an excellent showing in placing the tracks. The grading, too, is well under way and it will be but a few days before the work of concreting is begun. / The scene is one of activity, every workman being pushed to his utmost. Yesterday the first consignment of timber arrived and a large force is engaged in unloading it from the cars and placing it in readiness for the carpenters." (*Carbondale Leader*, September 9, 1899, p. 5)

Seven hundred laborers at work on the Honesdale Branch:

"MANY AT WORK. / The Gravity the Scene of Very Active Operations—Changes In the Route are Few. / Yesterday a steam shovel passed through this city over the Honesdale branch to the scene of work at Farview where it will be placed in operation in conjunction with the three little locomotives, steam derricks, dump cars and carts that are being used to hurry the work by the contractors Drake & Stratton. Heavy stones that now form a part of the retaining wall at what is known as the basins are being taken out with the aid of a steam derrick for use at Blandin's where masons are at work erecting new and larger piers. At this point there is now a trestle but this will be abandoned and the road bed moved about twenty feet westward, thus doing away with two curves. The basin is being filled up by workmen and before Saturday a gravel train will be run through it. / In all several hundred laborers are at work including those employed by the contractors at Farview, those at the 'basin' 'Blandin's' and at Foster's' highworks. The transformation of the gravity into a first class steam road will be but a matter of a few months." (*Carbondale Leader*, September 14, 1899, p. 8)

. . . the 'basin' 'Blandin's';--where is this?
. . . Foster's highworks—where is this?

Twenty seven rail cars of excursionists arrive in Carbondale from New York City and intermediate points:

"A COOL RECEPTION. / Tendered the Immense Crowd of Erie Excursionists Today. / Twenty-seven cars filled with excursionists arrived in this city at 2:40 o'clock today and until four they filled the streets, restaurants and hotels. The excursion was conducted by the Erie company from New York city and intermediate points. / Abe Sahm did a great business supplying men unused to Gravity riding who had lost their head-gear. But a very few of the excursionists got off at Farview, the cold weather making it risky to attempt the higher points as the majority of them were clad for warmer climes. / All of the cars were well filled and there was a noticeable tendency to favor the closed ones, particularly on the return trip." (*Carbondale Leader*, September 14, 1899, p. 8)

Nine hundred and seventy-two excursionists to Carbondale:

"972 Excursionists. / The Erie ran an excursion from New York to Carbondale today. There were two sections of the train containing 588 and 384 passengers respectively.—*Port Jervis Gazette*." (*Carbondale Leader*, September 15, 1899)

One of the excursionists who arrived in Carbondale on September 14, Alonzo Williams, spent his boyhood in Carbondale:

"AFTER TWENTY-FIVE YEARS. / Alonzo Williams Finds Many Changes in Carbondale. / The attractions of Farview do no wane, even if competitors are striving to attract to other points. Yesterday, the excursion from New York and New Jersey points brought with it

Alonzo Williams, of Patterson, N. J., whose boyhood was spent in Carbondale. He left Carbondale in 1851, and had visited it the last time about twenty-five years ago. He noticed the great changes made since his visit in the growth of the town, but greater in the absence of all his school boy mates. As he named them, one after another, the only answer we could give him was 'They are dead.' Mr. Williams now has an office on Wall street, New York. / Most of the excursionists were greatly disappointed in realizing the pleasures they left home to enjoy. They came out for a summer day ride but nearing Farview, 1900 feet above the homes they left, they found they needed winter clothing, instead of the summer attire they had on, and their complaint was that they were nearly frozen." (*Carbondale Leader*, September 15, 1899)

There are financial benefits from historical tourism:

"Cleared \$46. / The Trinity Guild, who served luncheon to the excursionists from New York yesterday cleared about \$46." (*Carbondale Leader*, September 15, 1899)

Work continues as the route of the Honesdale Branch from Farview to Waymart is made a reality:

"OPERATIONS ON THE NEW BRANCH. / Hustling the Work on All Sections—Line of the New Route Down the Mountain Side. / The new route from Farview to Waymart by rail that will take the place of the three inclined planes that are at present used to overcome the elevation there is one that has entailed much skillful engineering and as the work of following out the lines laid by the engineers progresses many difficulties that had to be overcome are more readily seen. The new track will join the old road bed about a quarter of a mile this side of Farview station running directly in the general trend of the old tracks for a short distance, then making a sweeping curve to the right. It continues in an almost straight line down the mountain side to the Swackhammer farm where it begins the curve that turns it in the direction of Waymart. / The scene all along this line is a busy one, and here are seen the most modern methods of railroad building. The appliances named in yesterday's paper are all in active operation. Everything has the appearance of hustle and bustle, and it is no doubt the busiest scene that part of the country has ever seen. The whole is a series of cuts and embankments making the most of the work entailed, excavating. The irregularity of the land is illustrated by the fact that in one place an embankment is made perhaps, fifteen feet high, while near it will be a cut ten or twelve feet deep. Of course the earth taken from the cut is used to form part of the embankment. / The place where the new track will rejoin the old road has not yet been determined, the surveyors being still engaged in running lines in the vicinity of Waymart. / There are active road building operations nearer home, however than at Farview for near cold spring nearly two hundred men are engaged in changing the sharp curve at that place. The new line makes the track several rods longer at this point and throws it off the present road bed entirely. Here also temporary construction tracks have been laid, trestles have been built and dump cars and a steam shovel are in use. / At Shepherd's crook the excavating and filling is about complete, the extension of the track for the switchback following the side hill in a curve instead of crossing the canon. At the head of the canon it crosses the place where the falls were, on an embankment the

water passing through three immense iron pipes at the overflow of the small dam, which is used to supply Vandling breaker with water. Here, contrary to the general supposition, the grade is very slight, there being none to overcome except in ascending to the extension and from there to the grade of the old road bed about an eighth of a mile above the crook.”(*Carbondale Leader*, September 15, 1899, p. 2)

Only two employees remain in the D&H Machine Shop. The evolution of the new Honesdale branch has taken most of its skilled mechanics to the locomotive shops on the ‘flats’:

“The Changes of Time. / The abandonment of the Delaware and Hudson gravity road has brought stillness to many former scenes of activity about the city and in the changes still going on there is a prospect of further gloom. / Near the head of Main street stands the machine shop in which a vast amount of work for the old road has been turned out yearly for the past half century. It is a substantial stone structure bearing a plate in its southern end which shows it to have been erected in 1848. From the cupola which surmounts it still rings out the bell that has tolled the hours of each night almost from time immemorial. / Many men have been employed here in years gone by. But today only two of the faithful old employes remain. The evolution of the new Honesdale branch has taken most of its skilled mechanics to the locomotive shops on the ‘flats.’ The last to be transferred were foreman Johnson and Michael Kelly: men who had spent a life time in the still substantial and imposing structure and whose departure must have seemed to them like a change of home. / Whether the old machine shop is soon to lose its place among the productive agents of the company cannot be said. But when it does finally close its doors there will have passed from the city what was a generation ago a centre of industry and one of Carbondale’s leading supports. It will be looked back upon with veneration and regret by those who have toiled within its walls.” (from Gritman scrapbook, dated Friday, September 29, 1899)

9914

October 1899

A railroad yard and three bridges being built in Honesdale; the canal basin being filled in:

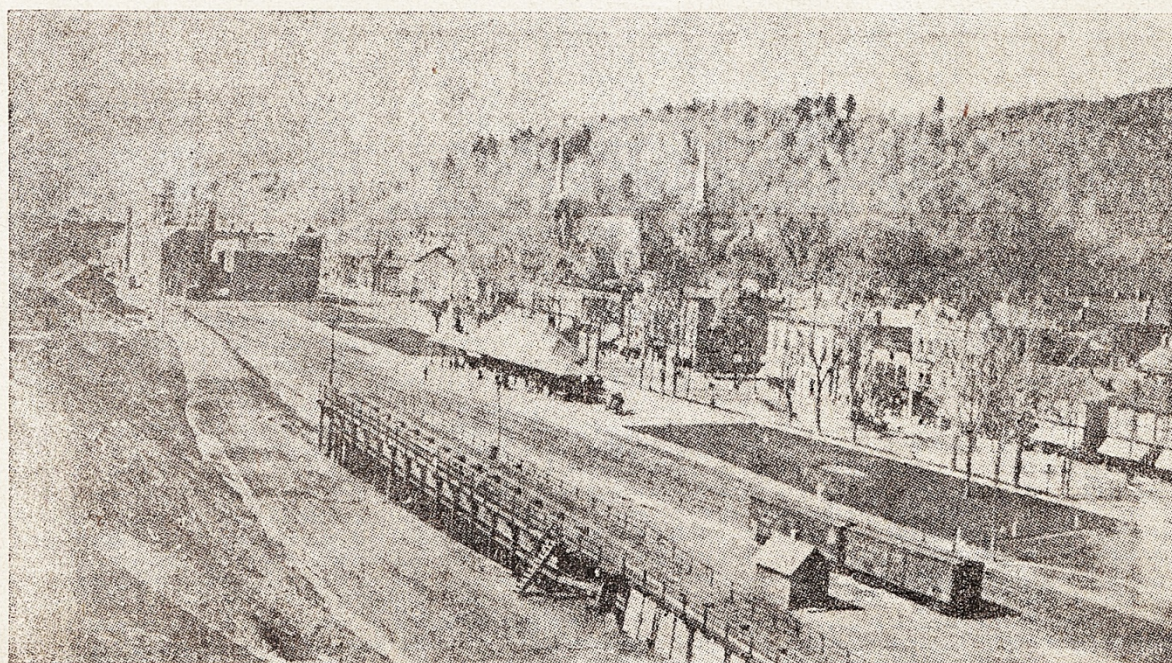
‘HONESDALE ASTONISHED. / All the Maple City Residents Turn Out to See the Dirt Scraper Last Week. / Harry C. Wolcott, who for a long time has had charge of the through freight between this city and Wilkes-Barre, is now engaged in the service of the Delaware and Hudson company at Honesdale, where he has charge of the construction of a railroad yard and three bridges. It is probable the work will not be completed before spring. George Aunger is also there in charge of a construction train, and is engaged in filling the basin. / The Wayne Independent says: The large ‘flats’ which are used for the construction train arrived from Carbondale on Wednesday and Thursday. George Aunger, of Carbondale, who was with Company E, Thirteenth regiment, Pennsylvania Volunteers will act as conductor of the new train. Calvin Kimble, of Carbondale, engineer of No. 39 and Howard Fitch, of No. 16, fireman. The train consists of two sections of nine cars each and while one section is being loaded at

Seelyville the other will run to Honesdale and [be] unloaded by the patent car shoveler which came here on Wednesday. The second train load of dirt was unloaded by this patent device on Thursday afternoon and was witnessed by a large number of town people who never saw anything of the kind before. Conductor Harry Wolcott, of train No. 11, says that at Anthracite park, Carbondale, 96 cars were unloaded and the dirt leveled each day at the average rate of one a minute. It is not expected that as many will be loaded here because of want of track room." (*Carbondale Leader*, October 2, 1899, p. 6)

New union station in downtown Honesdale; the D&H depot will be transformed into a freight house; through trains from Carbondale to New York; the improved Honesdale Branch of the D&H is expected to be operational by January 1, 1900:

“THROUGH TRAINS TO NEW YORK. / That Is What the Proposed New Union Depot at Honesdale Means—Progress Made, so Far. / Vice president H. C. Young, superintendent C. R. Manville, chief engineer McMartin and assistant superintendent McMullen of the Delaware and Hudson were in Honesdale yesterday on a tour of inspection. The filling of the canal basin is being pushed forward. A steam shovel is to be put at work in the culm bank opposite the station and a dirt train will move the culm into the basin. The location of the retail coal pockets and freight depot has not been settled. / The coal office there which is occupied by William Muir and H. J. Conger will be torn down. It is expected that the new passenger depot will be erected nearly on the site of the coal office. / The officials gave out today that the Erie were coming to the new station. This will mean through trains from Carbondale to New York. / Heretofore the Erie company's passengers have been landed in Texas township, half a mile away. The present Delaware and Hudson depot at Honesdale will be converted into a freight house. / This was the first published official announcement that the Erie and Delaware & Hudson companies have come to an agreement as to their business in Honesdale, and the importance of it will be appreciated by the people of the community. The new arrangement will be a great convenience and a saving of time and money to the patrons of the Erie road. It probably means the abandonment of the Texas depot. / The change may tend to increase the passenger traffic of the Erie & Wyoming road, but that is problematical and dependent on the time that can be made on the improved Honesdale branch of the Delaware & Hudson road, which is expected will be in full operation by January 1st, 1900. / It has been the ambition of the Erie for many years to get into Honesdale proper, but the Delaware & Hudson held the key to the situation and until now chose to keep the Erie out.” (*Carbondale Leader*, October 7, 1899, p. 6)

Union Depot, Honesdale; photo published on page 2 of the September 5, 1968 issue of (?) the *Wayne Independent*.



UNION RAILROAD DEPOT, MAIN STREET, HONESDALE — Note the wide open spaces north and south of the depot. North of the railroad station now is Steve's Diner and the Wayne Commercial Building, occupied by Pratt's Store, the Commercial School, George Stanton, typewriters and supplies, and Dr. Lyman Spencer, dentist. South, we now have the Honesdale Post Office. The station, itself an attractive stone structure, was razed and replaced by the Richfield Gas Station, now operated by Tiel Brothers.

The first accident on the D&H locomotive road:

"Brakeman Injured. / First Accident on the Delaware & Hudson Branch. / HONESDALE, Oct. 13. / The first accident on the Delaware & Hudson branch since it became a locomotive road, happened yesterday afternoon to Howard Hallett, a brakeman on the Lackawanna switch engine. He was riding on the pilot, leaning outward, and was struck by a car on the opposite track and thrown under the locomotive and dragged some distance. / Dr. C. E. Foster was called and found that one arm was badly crushed and his head and body badly bruised. The extent of his injuries could not be told, as he was supposed to be hurt internally." (*Carbondale Leader*, October 13, 1899, p. 2)

Labor troubles on the Honesdale branch:

"LABOR TROUBLE ON THE BRANCH. / Workmen Engaged at Honesdale and Waymart Strike for Higher Wages. / At Honesdale this morning between thirty and forty of

the workmen engaged in excavating for the projected improvements on the new Delaware and Hudson branch quit work upon the refusal of the company to grant their demand for a raise in wages from \$1.15 to \$1.35. / The striking workmen endeavored to get others engaged in work to quit with them but their efforts were unsuccessful and a large number are still engaged there, so that the work will not be materially delayed. / There is also a report of trouble at Waymart among the company's workmen, their demand for a raise from \$1.35 to \$1.50 being refused and it is said that serious trouble is likely to result." (*Leader*, October 19, 1899, p. 4)

The D&H horse barns in Carbondale were in the rear of the local coal office on Salem Avenue. Louis Bush and Emmons Eaton were in charge there:

"TO BE CLOSED. /Delaware and Hudson Gravity Railroad Barns in This City no Longer Scenes of Activity. / The echoes of the announcement of the abandonment of the Delaware & Hudson gravity road are still being heard although that melancholy event became a fact many months ago. The old road has gradually disappeared and with it has gone many of the things that were necessary to its maintenance. / Among the last to disappear as places of activity are the company barns in the rear of the local coal office on Salem avenue. The horses which were kept there were generally employed on the gravity system and as their usefulness is at an end in this capacity the barns will be vacated and closed, it is said. / This relieves of their responsibilities several of the oldest and most trusted of the company's employees. Louis Bush will on November 1 sever his connection with the corporation he has been so prominently connected with for thirty years. He came to this city from Mt. Pleasant to assume charge of the purchasing and care of the company's horses in this section; succeeding the late Emmons Eaton. He is one of the most experienced and capable horsemen in Pennsylvania and during his service with the Delaware & Hudson there have been no mistakes and few losses in his department. / Another old and valued employe who leaves the service of the company is Bernard Mullady; who, however, remains in the personal employ of superintendent Manville." (*Carbondale Leader*, October 24, 1899, p. 5)

Accident at Bushwick on the Honesdale branch:

1899: **"SWITCH MISPLACED. / Serious Wreck Narrowly Averted on the Honesdale Branch.** / This forenoon what might have been a serious wreck on the Honesdale branch, was miraculously averted but just how no one can tell. The accident happened near Bushwick. It appears that the switch was misplaced, so when engine No. 7 drawing four passenger and several freight cars came along, it ran into a lot of cars loaded with coal. The front end of the engine was battered and broken, but no other damage of any consequence was done to the train. / The passengers were badly shaken up, but no one was injured. O. E. Histed, the engineer, who lives

on Belmont street, has one of his legs injured, but not seriously. The train was in charge of conductor Pierce. This same engine was badly smashed about a month ago in the yard near the old depot, and this was its first trip since being repaired.” (*Carbondale Leader*, October 25, 1899, p. 5)

Fine tuning the tracks on the Honesdale branch. They D&H are preparing to put in a stone arched bridge at the outlet of Keen's:

1899: **“ON THE BRANCH. / Changes That Are Being Made Along the Line.** / Several sharp curves have been done away with on the Honesdale branch between the city station and Lincoln avenue. The distance has also been considerably lessened. / Some fifty men are employed at Keen’s widening out the track, to accommodate the new condition of affairs. The D.& H. are making preparations to put in a stone arched bridge at the outlet of the lake.” (*Carbondale Leader*, October 27, 1899, p. 2)

First anniversary of the announcement of the closing of the Gravity Railroad:

1899: **“After One Year.** / Just one year ago today there was posted on the general office of the Delaware & Hudson in this city a notice signed by second vice president H. G. Young to the effect that the gravity road of the corporation between Carbondale and Honesdale was to be abandoned. The announcement brought with it general consternation. In fact there was almost a panic in financial circles for a time. It was soon seen, however, that a majority of the fears of the people were groundless, and one year from the posting of that fateful notice we find no great disaster has been visited upon the city. / In fact there is more work to be had today and a greater degree of prosperity is evident than existed in 1898. The road quickly passed out of our midst, people adjusted themselves to new conditions and today almost nothing is heard of the old gravity system. It has been a year of important changes and yet in this continually changing new world the greatest upheavals occasion but temporary attention and alarm.” (clipping in a Gritman scrapbook dated SATURDAY, OCTOBER 28, 1899; clipping probably from the *Carbondale Leader*).

Proposed new short route for all coal cars to Honesdale from south of Jermyn:

“NEW D. & H. MOVEMENTS. / . . . Another Railroad Yard . / A NEW YARD. / A resident of Jermyn says:--The old gravity road just east of that town that has not been used for some time will soon be in operation. The track is being widened to the standard gauge, and it is said that within a short time coal will be hauled over it. Rumor has it that the Delaware &

Hudson intends to make it a short route to Honesdale for all coal south of Jermyn. By going up the old gravity road and connecting with the Honesdale branch at Bushwick and thence to Honesdale about five miles is saved. At present all coal going to Honesdale must go first to the Carbondale yard. It is also rumored that there will be a railroad yard somewhere between that town and Carbondale.” (*Carbondale Leader*, October 31, 1899, p. 2)

9915

November 1899

Track on which the Stourbridge Lion ran and one of the first car wheels were found in Rippel's turn. The original car wheels were made with rim, spoke, and hub:

“COMPLETING ‘THE BRANCH.’ / What is Now Being Done on the New Railroad to Honesdale—A Curious Find. / The engines from 13 and 13 ½ planes were let down the latter plane on Monday morning and transferred to standard cars. / A car load of rails got away at the head of the plane at Waymart on Monday morning and was thrown from the track at the first safety switch. The accident delayed the passenger train about a half hour. / A number of pieces of the rails used on the track on which the Stourbridge Lion ran, have been found in Rippel's turn. One of the first car wheels was also unearthed there. It differs from those of today, in that modern car wheels are cast solid. The ancient ones were made with rim, spoke and hub. [emphasis added] / One year ago last Saturday H. G. Young, vice president of the Delaware & Hudson Canal company posted notice in Honesdale that on and after January 1st, 1899, the gravity railroad would be abandoned. The paper on which the order was typewritten is still tacked on the coal office there, but the words have become obliterated by the action of the atmosphere. / On Monday the gravel train which has been engaged at Keen's was abandoned for a time and locomotive No. 80 is now doing yard duty at Honesdale and hauling material for the masons, conductor Wolcott having charge. The engine Lackawanna was retired with the little Honesdale, but was ordered out again on Tuesday for a few days' more service. / Mr. Powderly has completed his task of burning old gravity coal cars at Honesdale. There were 388 destroyed on the dock just below the depot.” (*Carbondale Leader*, November 1, 1899, p. 2)

The new union station soon to be erected in Honesdale, will be one of the finest and handsomest along the entire Delaware & Hudson system:

“GRAVITY NOTES. / Notes of Operation Along the New Honesdale Branch. / It is thought that the entire road between Honesdale and Carbondale will be fully equipped and the large yellow coaches running over it by Jan. 1, 1900. Early in January a through car will be run each way between Honesdale and Wilkes-Barre. / Some five miles of the heavy rails have already been laid west of Farview. There are several gangs of track layers putting in the heavy rails between Honesdale and Waymart. / A turn table 65 feet in diameter is to be put in at the lower end of the Union docks. [emphasis added] Work on same will begin at once and be rushed

to completion. The new union station soon to be erected in Honesdale, will be one of the finest and handsomest along the entire Delaware & Hudson system. It is understood that Conrad Schrader of Scranton has the contract." (*Carbondale Leader*, November 10, 1899, p. 3)

Railroad to be built on a portion of the D&H Canal towpath:

"ALONG THE D. & H. CANAL. / A Railroad Projected to Run Along the Old Tow Path to Kingston, N. Y. / Announcement is made that the Delaware Valley and Kingston Railroad company has been organized by interests identified with the Pennsylvania Coal company and others owning anthracite coal properties in this section of the country. It is proposed to build a line from Lackawaxen, connection with the Erie & Wyoming Valley railroad at that point and extending to Kingston, N. Y. following the line of the Delaware & Hudson canal. / The directors of the new company are: Samuel D. Coykendall, of Kingston, N. Y., president of the Cornell steamboat company and the Ulster and Delaware Railroad company, and also representing the great cement interest of Rosendale; Edward L. Fuller, of Scranton, representing the independent coal operators of this region; Frederick P. Olcott, president of the Central Trust company; Samuel Thorne, president of the Pennsylvania Coal company; George G. Williams, president of the Chemical bank; William V. S. Thorne. Vice-president of the Pennsylvania Coal company; James N. Jarvis, hear of the firm of Arbuckle Bros., and John W. Sterling, all of New York city and Walter Ferguson, of Stamford, Conn. / The officers of the company are: W. V. S. Thorn, president; George H. Church, secretary and treasurer; and Charles E. Webster, chief engineer. The capital stock of the company is fixed at \$2,500,000, on which \$250,000 has already been paid in cash. / This, with the projected extension of the main line of the Erie across Wayne county, will work a number of important changes in this section. The latter story seems to come from Honesdale and is being used to boon that place and Beach lake. It has been printed a number of times before but its consummation would be of much benefit to that section and to the company." (*Carbondale Leader*, November 11, 1899, p. 6)

The new rail line will be built from Hawley:

"THE NEW RAILROAD. / Plans for Rushing the Line to an Early Completion. / Saturday last, S. D. Coykendall, whose foresight contributed the D. & H. canal bed to the new railroad enterprise from Scranton secured possession of all the Delaware and Hudson company's real estate on both sides of Rondout creek, between Kingston and Eddyville, including the big coal pockets at the terminus of the old canal. The consideration was 150,000. It is possible that the new company will lighter its coal from Kingston to New York. It was at first understood the new line would reach New York from Kingston over the West Shore. / As stated the new line will be built from Hawley. The charter calls for a road from Lackawaxen to Kingston, but actually it will be from Hawley. The link between Hawley and Lackawaxen will be built as an extension of the Erie and Wyoming. / The latter road was originally built to Lackawaxen but the section between Hawley and Lackawaxen was leased to the Erie and that lease is still in force for a number of

years yet. The new company cannot wait for the expiration of the lease and not being willing to have itself tied up with the Erie even for so short a distance, decided to build another line between Hawley and Lackawaxen and have a thorough independent route from end to end. / The organization of the new company of course means the death or at least indefinite shelving of the New York and Wyoming, the much talked of independent operators' road." (*Carbondale Leader*, November 13, 1899, p. 2)

The Union Docks have been dismantled. With a steam road in Honesdale, things are booming:

“A THING OF THE PAST / The Dismantling of the Old Gravity Road Finished—All the Old Cars Now in a Monster Scrap Heap. / The old Gravity railroad on which the famous ‘Stourbridge Lion’ made its first run, is a thing of the past. The work of dismantling the cars and removing the iron has been going on for the past three months, the last car being piled on the scrap heap last week. There are now acres of scrap iron and remains of the old Gravity cars at the Honesdale ‘dumps’ of the Delaware and Hudson company. Wheels, bars and bolts are piled on one side while on the other side is a huge mass of woodwork awaiting the torch. / The filling in of the canal bed and the laying of the new track is nearly completed. A large freight switch has been placed near the old dock. There is a level space near the old dock which, when the steam shovel has removed the banks of culm and dirt, will be transformed into a large yard for the storing of cars. / The ‘Union Docks,’ which for many years past has served for a loading station for the canal boats, has been dismantled and the large timbers are being shipped to Hoadley’s, together with the screens and chutes, which will be used in Ferber Bros.’ culm washery at that place. / To those who visited the Maple City 20 years ago the changes made would seem overwhelming. Where the canal once placidly lay now runs a railroad, and where the Gravity cars were pulled over the mountain by cables a steam road is found. / The removal of the gravity and the laying of a steam road has made Honesdale boom, and there is no question about the future of the place.” (clipping in a Gritman scrapbook, dated “SCRANTON, PA., NOVEMBER 13, 1899)

The new railroad: Kingston to Lackawaxen:

"THE NEW ROAD IS ASSURED. / What the President of the Chemical Bank Says of the Delaware Valley & Kingston Project. / The map of the proposed Delaware Valley and Kingston railroad has been filed in the Ulster county N. Y. clerk's office. It shows the route to be followed by the new railroad from its terminus in Kingston to Lackawaxen, which is substantially that of the old Delaware & Hudson canal. As the entire right of way is practically controlled by S. D. Coykendall, the work of building the new road will begin as soon as the railroad commissioners of New York state have granted permission and will be vigorously prosecuted until the road is completed. When finished it will give employment to about 3,000 men, 1,000 of whom will find work in Kingston. It is expected that the road will carry about

3,000,000 tons of coal a year, all of which will be distributed from Kingston to points east and south, making that place one of the most important coal distributing centers in the United States. / After leaving Kingston the new road will go to Eddyville, and thence through Creek Locks, Rosendale, High Falls, Alligerville, Kerhonkson, Port Hixon, Port Benjamin, Napanoch, Ellenville, Phillipsport, Summitville, Wurtsboro, Westbrookville, Cuddebackville, Port Jervis, thence northward and westward through Mongaup, Pond Eddy and Barryville. / The new railroad will cross the New York, Ontario & Western at Summitville. It will run parallel with the Port Jervis & Monticello railroad from Port Jervis to Summitville, and with the Ellenville branch of the New York, Ontario & Western railroad from Summitville to Ellenville. It will also run parallel with the Erie railroad from Lackawaxen to Port Jervis. / It goes without saying that a railroad which contains in its board of directors the president of the Chemical bank of New York, the president of the Central Trust company of that city, and the head of the great firm of Arbuckle & Company, will not have to seek outside financial aid. One-half of the capital stock of \$2,500,000 has already been subscribed for. / A good many people think they see a close connection between the new road and the Monticello, and believe that the managers of the new scheme are behind the recent Monticello deal and that the latter company's franchise and property will be absorbed and its line of road utilized in the construction of the new line. / It is assumed that the granting of a charter for the road will be actively opposed by the Erie, as the latter's coal business may be injuriously affected. The application must be made before the railroad commission of New York state who have power to withhold a franchise if, in their judgment, the projected road is not a necessity. / George G. Williams, president of the Chemical National bank, one of the directors of the Pennsylvania Coal company and also of the Delaware Valley and Kingston Railroad company said in regard to the new road, as quoted: 'We propose to push his line through. The Pennsylvania company is determined to have a line of its own from the coal fields right to tidewater. By building our line on the bed of the old Delaware and Hudson canal, we will bring the cost of construction down to a surprisingly low figure. It will cost us only \$35,000 a mile, as against \$400,000 a mile, the cost to some of the big coal carrying roads. / The organization of the new road means that the coal company intends to carry its own products to tidewater, and I guess it will carry more of the product than its own. The Pennsylvania Coal Company doesn't produce so very much, but it is very strong and rich. Its stock sells for about \$400 a share and it usually carries through what it undertakes.' (*Carbondale Leader*, November 15, 1899, p. 2)

"There was a hand-operated turntable at Farview." John V. Buberniak, November 13, 2009

Joseph Golden falls under a Gravity train and is killed:

"THE ACCIDENT PROVED FATAL. / Joseph Golden Who Was so Badly Injured Yesterday Died at the Hospital Last Night. / Joseph Golden , 16 years of age, who lived with his uncle Martin Golden, on Scott street, died at the Emergency hospital at 8 o'clock last evening. Soon after the dinner hour yesterday, the lad had started to get a pail of water. / He got onto a passing gravity train, which would take him to the house where he could get the water, and as he attempted to get off, he fell in such a manner that the train ran over both legs, the left one was severed near the body and the right one was crushed to the knee. He was dragged some distance. When picked up he was still conscious. / Dr. Kelly, who was summoned, temporarily dressed both limbs, and the lad was taken to the hospital in the ambulance. He was employed at and worked around No. 1 shaft. A mention was made in the LEADER, of the case yesterday, but the unfortunate lad's name was misprinted. / Joe possessed a bright and sunny disposition, and had many friends not only among his young playmates but all who knew him. His sad death should be a warning to all of the great danger there is in attempting to board a train in motion. The funeral will be held at three o'clock Sunday afternoon." (*Carbondale Leader*, November 17, 1899, p. 5)

Port Jervis will be the headquarters of the new D. V. & K. railroad:

"THE NEW RAILROAD. / Headquarters of the New D. V. & K. Will Be in Port Jervis. / Charles E. Webster, chief engineer of the proposed Delaware Valley and Kingston railroad, and his draftsman, J. Elfgeon have opened head quarters in Port Jervis. To a reporter he said that the new line will be a comparatively straight railroad. It will be a one track road at first, but after the road is completed, another track will be built, making one for east-bound trains and one for west-bound trains. From a survey which has been made the reporter was informed by Mr. Webster that the road would practically be devoid of hills or elevations. / The only grade there will be is about three or four miles in length at the Neversink crossing, in Cuddebackville. The grade at that place will be about 15 feet to the mile. The greater part of the road will be built on the tow path, but in places the ditch, formerly used for canal purposes, will be filled in and be used as a roadbed, where it is necessary. The curves will be taken out, and it will be quite a straight road. / He informed the reporter that the western terminus of the new railroad will be at Hawley and the eastern terminus at Kingston, N. Y. Lackawaxen will be the terminus of the New York division of the road, and Port Jervis will be the headquarters of the company." (*Carbondale Leader*, November 17, 1899, p. 6)

Switchback at Panther Bluff to be installed very soon; South Canaan Loop now under construction:

“GOOD BYE TO “THE CROOK.” / Change on the Branch May be Made To-morrow—Other Notes of Interest. / The horse shoe curve or Shepherd’s crook on the Honesdale branch has not yet been abandoned but if the weather is favorable the change to the switchback may be made tomorrow. Many of the curves in the vicinity of the cold spring have been straightened or changed and about a quarter of a mile above White’s a new branch is being laid. When the switchback comes into use it will be necessary to reverse the seats of the passenger cars at that point. A side track has been put in there and the engines will then be enabled to run around the trains but after again coupling on will be compelled to go backward down the mountain till Waymart is reached. A turntable will probably be put in at that point. / At all points along the line some work is being done. The loop from Farview to Waymart is in course of construction and in fact all of the most important changes are almost complete. / One of the most radical of the changes recently made is at Honesdale entailing the filling of the basin, the laying of tracks for a yard and change of the grade. Superintendent Manville was in Honesdale yesterday inspecting the work that has been done. The new station is to be 25 x 80 feet, of cut stone and brick. The contract will call for the completion of the structure by January 15, 1900. Conrad Schroeder of Scranton, has the contract. He was there yesterday making arrangements for commencing the work next week and it will be pushed to completion. (*Carbondale Leader*, Saturday, November 18, 1899, p. 5)

Frank Ball was at the throttle of the last engine to pass around Shepherd's Crook and was at the throttle of the first engine through the new switchback:

In the biographical sketch of Frank Ball that is published in the March 1, 1929 issue of *The Delaware and Hudson Company Bulletin* on pages 67-68, 78, we read, on page 78, the following: “When, in 1898, the track at Shepherd’s Crook was abandoned and the switch-back at Panther Bluff substituted, he [Frank Ball] was at the throttle of the last engine to pass over the old, and the first to pass over the new track. For eighteen years he worked on pusher engines out of Carbondale. . .”

More on Shepherd's Crook and Oliver D. Shepherd:

In one of the Gritman scrapbooks, there is a newspaper clipping with the following text thereon:

“ ‘What’s in a name?’ The question has been asked many times, and if it hasn’t been answered, it should be. There’s everything in a name. This same thing, only in another sense, undoubtedly has been asked regarding what is known as Shepherd’s Crook, on the line of the old gravity road.” (newspaper article, Saturday, November 18, 1899)

The above question is answered immediately below that clipping with another clipping. In that answer many very interesting facts about Shepherd's Crook are reported on the construction of and the height of the outer part of the loop on Shepherd’s Crook:

“The cognomen [Shepherd’s Crook] came about in a queer way. It was more of a joke than anything else, yet has obtained for years, and probably would continue were it not for the fact the famous curve was on Sunday [November 19, 1899] obliterated. Some of the older residents will undoubtedly remember that O. D. Shepherd, the engineer in the employ of this city, was for many years in the employ of the Delaware and Hudson company and that he had charge of the building of this part of the road. This was in 1867. Hiram March was general foreman over a force of men; and one evening while at the company’s office he suggested that this peculiar curve be known as Shepherd’s Crook and it has gone by that name ever since.

On the outer side [of Shepherd’s Crook] there was a wall of stone thirty-five feet in height in the centre and upon this there was a crib work of another thirty-five feet and on top of this there was a trestle work of twenty-five feet in height. It was partly filled with earth and stone and some years later it was completely filled with culm. It will be remembered that where the two lines at one point in the crook paralleled that they were only seventy feet apart and one road bed was thirty-five feet lower than the other.”

The 1868 configuration of the D&H Gravity Railroad, it will be recalled, was brought into existence under the direction of O. D. Shepherd and R. Manville, with Manville completing the work begun by O. D. Shepherd on the west side of the Moosic Mountain.

Here are some newspaper clippings in which additional information is reported by about O. D. Shepherd:

“Mr. O. D. Shepherd, of the D. & H. C. Company, and wife, are again permanently stopping at the Harrison House.” (*Carbondale Leader*, October 26, 1872, p. 3)

“Mr. and Mrs. O. D. Shepherd, who have boarded at the Harrison House for the past two years, commenced housekeeping last week in Mr. Herbert’s new house on River street.” (*Carbondale Leader*, September 13, 1873, p. 2)

“Mr. O. D. Shepherd, engineer for the Archbald Water Company, will receive sealed proposals for doing the clearing and grubbing, rock excavating, cribbing, embankment, culvert masonry, trenching, etc. for the proposed work, until Tuesday, July 13, at the office of Jones, Simpson & Co., Archbald, Pa. Copies of the specifications and blank forms of contract may be obtained at the above office on and after July 7.” (*Carbondale Leader*, July 3, 1875, p. 3)

“O. D. Shepherd, formerly a resident engineer here, and wife, are the guests of Mr. and Mrs. D. O. Jones.” (*Carbondale Advance*, August 2, 1879, p. 3)

“O. D. Shepherd has resigned a superintendent of the Northwest Coal Co’s works in this city, and J. L. Crawford, superintendent of the Edgerton coal works Jermyn, has been appointed to the position formerly held by Mr. Shepherd.” (*The Journal*, June 10, 1886, p. 3)

“O. D. Shepherd, of Carbondale, a Civil engineer well known to many Scrantonians, and to whose engineering skill the Delaware and Hudson Canal Company owes the attractiveness of Shepherd’s Crook, a few miles above Carbondale, has removed to Scranton. Mr. Shepherd will open an office on Wyoming avenue.—*Republican*” (*The Journal*, February 3, 1887, p. 3)

On what date did Oliver D. Shepherd die? The original of the Physician's Certificate of Death / Undertaker's Certificate is in the files of the Carbondale Historical Society. Here is the data reported on that certificate:

Oliver D. Shepherd died, after an illness of 5 days, on January 30, 1900, of pneumonia. His age at the time of his death was 60 years, 4 months, and 26 days. He was born in New York state; his occupation: civil engineer. He was married at the time of death and lived on Washington Avenue in Scranton’s first ward for ten months prior to his death. He was buried on February 1 or 2, 1900, in Forest Hill Cemetery, Scranton.

Here is that certificate:

~ Dr Day ~

This constitutes one Certificate; to be carefully filled by both Physician and Undertaker, and taken by the Undertaker to the Office of "the Board of Health," where a permit to bury will be issued. Penalty, from five to twenty dollars.

The special attention of Physicians is respectfully invited to the remarks below.

The Board of Health of the City of Carbondale.

"The Physician who attended any person in a last illness is responsible for the preparation of a Certificate as below indicated, and the Undertaker must file it, together with his own Certificate, in the office of the Board of Health before a permit for burial can be issued."

WRITE LEGIBLY, WITH PEN AND INK, AND SPELL CORRECTLY.

PHYSICIAN'S CERTIFICATE OF DEATH.

1. Full Name of Deceased, Oliver D. Shepherd
2. Color, White
3. Sex, Male
4. Age, 60 years, 4 months, 26 days.
5. Married, Single, Widow or Widower, Married
6. Occupation, Civil Engineer
7. Date of Death, Jan 30 1899 - 1900
8. Cause of Death, Pneumonia
9. Duration of Last Illness, 5 days
10. Date of Certificate, Jan 30 1899 - 1900
John D. Day M. D.
Office or Residence, No. _____ Avenue, Street, _____ Ward.

UNDERTAKER'S CERTIFICATE
IN RELATION TO DECEASED.

UNDERTAKERS WILL PLEASE NOTE REMARKS AT THE TOP OF THIS CERTIFICATE.

11. When a Minor, { Name of Father, _____
Name of Mother, _____
12. Birthplace, New York State
13. Residence, No. Washington Avenue, Street, 1st Ward.
14. Time of Residence therein, 10 months
15. Place of Previous Residence, Scranton Pa
16. Place of Intended Interment, Forest Hill Cemetery Scranton Pa
17. Date of Intended Interment, Feb 1st or 2nd 1900
W. H. Kishy Undertaker.
Office or Residence, No. 367 Church Avenue, Street, 1st Ward.

Also in a Gritman scrapbook is a short article from the Scranton newspaper, *The Republican*, with a sketch of Shepherd's Crook, based on the Hensel view of the crook. Here is the text of that article:

“The funeral of O. D. Shepard, under whose supervision the famous horseshoe bend on the D. & H. road near Carbondale, known as ‘Shepard’s Crook’ was made, and who died suddenly Tuesday afternoon at Carbondale, as already told in *The Republican*, was held yesterday. / Mr. Shepard was city engineer there, and it is regarded as a singular coincidence that on the day he died the ‘crook’ was abandoned for use by the road, a new route having been laid with track for service in its place. / Mr. Shepard was born in Saratoga county, New York, September 4, 1839. He went to Carbondale in 1865, where he was employed for a long term of years as a civil engineer by the Delaware and Hudson company. / The funeral service was conducted by Rev. Charles Lee. The burial was in Forest Hill cemetery, this city [Scranton].” (undated newspaper article in Gritman scrapbook)

Phase 3: November 20, 1899 up to February 1, 1900: standard-gauge tracks, Shepherd's Crook removed and Switchback installed, Gravity Planes 9-12 and 18-20 removed and South Canaan Loop installed

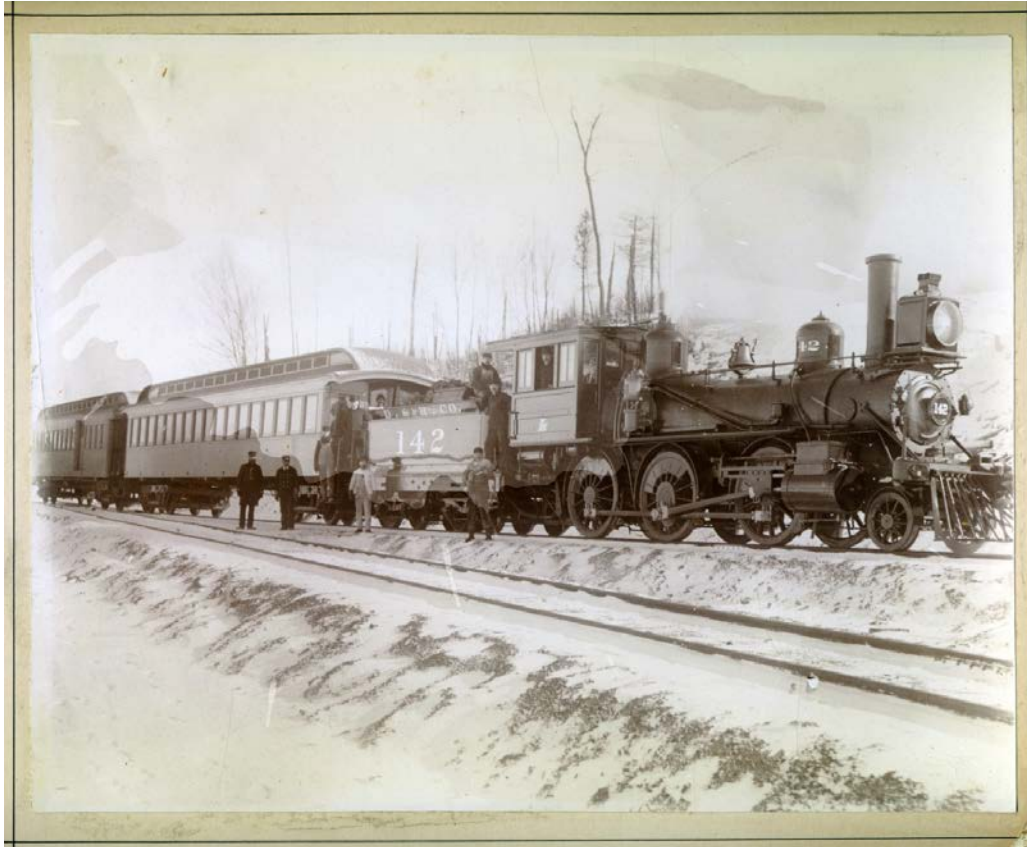
Five photos at the switchback at Panther Bluff:

1. Steam train leaving Panther Bluff Switchback for Farview on April 1, 1906. Photo inscribed in lower left corner: "31 W[ade] T[aylor]" Photo on page 7 of *Carbondale News*, Thursday, March 15, 1962; photo made from glass plate negative lent to the *News* by Wade E. Taylor.



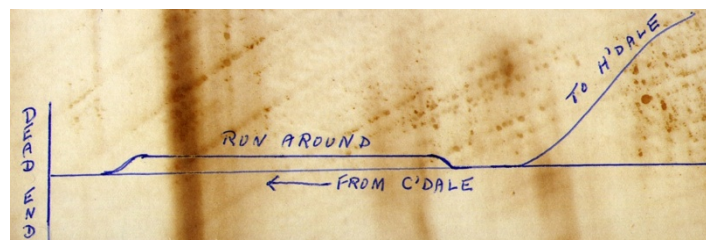
Passenger trains leaving Carbondale ran with the engines operating tender-first, at the head of the train, as far as the switchback. There the engine was run around the train, allowing a normal looking arrival at Honesdale. On freight movements from Carbondale, the helper engine at the rear of the train ran backwards out of Carbondale so that no time was lost at the switchback, where the helper engine became the road engine for the remainder of the trip.

2. D&H engine No. 142, leaving the switchback and heading up the hill towards Farview and Honesdale. Photo in the Clift collection (Jim and Maureen Clift), Hawley, PA, with an electronic scan made available to the Carbondale Historical Society by Hank Loftus, White Mills, PA, on 10-23-2014. Jim's grandfather, William R. Clift, is seen, second from the left, in this photograph.



Written on the back of this photograph is the following text: "The first steam train ever to run on the Honesdale Branch from Carbondale to Honesdale and return after the D&H Gravity was abandoned. It was a trial run with officials and crew "No Passengers." The picture was taken at Panther Bluff where the train ran into a dead end in the mountain. They would run the engine around the train and would continue their trip. 2nd from left is Wm. R. Clift. Rest of officials and crew is unknown. Date unknown. Train as stands is headed for Honesdale."

Also given on the back of this photograph is the following sketch:



3. "D&H Engine 142 and tender at the far end of the switchback." Photo in the collection of John V. Buberniak. D&H negative number 3475, in the switchback at Panther Bluff. This photograph was purchased by John Buberniak on the Internet and a copy sent to SRP on 05-29-09. Engine No. 142 was a 2-6-0 that was built by the Dickson Locomotive Works in 1880; scrapped in 1924. The rear of the tender is shown here as the engine comes down the hill from Farview and heads into the switchback—Panther Creek is straight ahead. The track on the left descends into Carbondale.



4. In the switchback, looking out (South). Photo in the collection of the Carbondale Historical Society and Museum, Inc.



5. Blueberry Pickers to the left of the tracks shown in the above photo. Reproduced here from a newspaper clipping in the collection of the Carbondale Historical Society and Museum, Inc.



Switchback now in place at Panther Bluff. Hotel to be built at Farview. No. 3 stationary engine will be used to haul coal to Racket Brook breaker:

“A BIG HOTEL AT FARVIEW. / The Erection of One Is Predicted by a Railroad Man—Notes Along the Old Gravity Line. / It was predicted yesterday by a railroad man that Farview would be the scene next year of more life than it has witnessed in many seasons. He spoke confidently along this line and every one in this city will hope that his words will come true. His source of information was not revealed, however. The project that he conceived would be carried out in the building of a big hotel there and extra efforts being put forward to boom the pretty resort in all towns hereabouts and even in New York city. / ‘There was considerable talk a year ago,’ he said, ‘about the abandonment of the Gravity throwing many men out of work and thereby hurting the city. Some did lose positions but there are more than ever employed along the line today and I think will be for some time. There are about 500 men from this city [Carbondale] employed at Farview and Shepherd’s crook. They leave this city each morning at 6 o’clock by special train of big coaches. They reach here again shortly before 6 p. m., and attract much attention when they troop down Lincoln avenue There are so many of them that they fill the sidewalk for blocks.’ / It is seldom that a man lives to see the inception and the destruction of a great railway line. P. J. Foster of this city [Carbondale] has, however, that distinction and also that of being the first and last to go over a portion of its line. It was the Shepherd’s crook which was dispensed with on Sunday [11-19-1899]. On Saturday night [11-18-1899] Mr. Foster came over the famous curve on the last train and then felt certain that he had broken all records. He is still in the employ of the Delaware & Hudson at his old post at No. 3 stationary engine which is used to haul coal to the Racket Brook breaker.” (*Carbondale Leader*, November 23, 1899, p. 2)

Railroad proposed by the 68 independent coal operators in the Lackawanna, Wyoming, Lehigh and Schuylkill valleys (who represent a capital of \$110,000,000 and one-third the total annual output of anthracite coal) along D&H Canal route is opposed by O&W:

"TO OPPOSE THE NEW ROAD. / O. & W. May Ask for an Injunction to Prevent Laying of Rails on the Old D. & H. Towpath. / Indications are that the new Delaware Valley and Kingston railroad, which the independent anthracite coal operators planned to run along the tow path of the old Delaware and Hudson canal, thereby obtaining an outlet of their own to tide water, will meet opposition from an unexpected quarter. / It will be necessary to get the consent of the state railroad commissioners, and when such application is made strong opposition well develop. Work on the Ontario and Western extension is now being pushed from Ellenville to Kingston. The old Delaware and Hudson canal runs through the same valley and its use was discontinued by the Delaware and Hudson Canal company, because it failed to pay. If an attempt is made to put down rails along the canal it is expected an injunction may be asked for in the interest of the Ontario and Western on the ground that there is no room for two companies to operate with a profit. / **OTHER COAL LINES INTERESTED.** / The competition between these

rival lines is of more importance than appears on the surface. The Ontario company really represents all of the anthracite roads, which have gone to great expense in getting control of many of the individual collieries in order thereby to obtain absolute control of the anthracite situation. They have stifled all attempts made in the past by independent operators to get a railroad of their own to tidewater, and every anthracite railroad today is exceedingly anxious to prevent the building of the road along the old Delaware & Hudson canal to Kingston. / Independent operators asserted two years ago that they had \$10,000,000 of capital at their command for the purpose of getting a line of their own to tidewater. The fact that interests identified with the Pennsylvania Coal company have bought the old canal from the Delaware & Hudson is regarded as indicating the character of some of the backers of the original enterprise. The Pennsylvania Coal company handles a large amount of coal of its own, and has been sending it to tidewater over the Erie. It is said that if the new road is built a large number of the individual operators will send their output this way. It would therefore reopen the old rate trouble and render it so much harder for the present railroads to control prices. / OPERATORS IN SESSION. / The construction of the proposed railroad was discussed at a meeting of anthracite coal operators in New York yesterday. At the meeting the association adopted a resolution pledging support of all its members in the speedy building of a railroad to connect the railroad lines already controlled by the association in Pennsylvania to tidewater at Rondout, N. Y. / The association is composed of all the independent coal operators in the Lackawanna, Wyoming, Lehigh and Schuylkill valleys. These number sixty-eight and represent a capital of \$110,000,000 and one-third the total output of anthracite coal, which it is estimated, will amount to 47,500,000 tons this year. / This, it is stated by the coal operators, means a fight against the railroad combine, which is controlled largely by J. Pierpont Morgan of this city through the Reading, Erie and Lehigh railroads, which roads, the Pennsylvania coal operators say, have put oppressive rates on the coal traffic from the independent mines. It was said that the building of the new road would reduce the freight rate on coal twenty-five cents. Coal will be brought by rail to Rondout and thence to New York by boats." (*Carbondale Leader*, November 23, 1899, p. 2)

"CONTEST OVER OLD CANAL BED. / Pennsylvania Coal Company and Erie Railway Both Want It. / SUSQUEHANNA, Penn., Nov. 22.—Three corps of railroad surveyors are at work on the abandoned Delaware and Hudson Canal between Lackawaxen and Hawley. Two of them were sent by the Pennsylvania Coal Company and one by the Erie Railway Company. Indications are that there is to be a conflict between the two corporations over the abandoned canal between the two points for railroad purposes. The Pennsylvania Coal Company owns the road between Hawley and Lackawaxen, but the Erie has a lease on it until 1910. / More than twenty years ago the Delaware and Hudson Canal Company secured the passage of a bill in the Pennsylvania Legislature that would permit the corporation to merge its canal into a railroad. The canal having been sold by the Delaware and Hudson Company, a question now arises concerning the purchasers' rights under the special law referred to. / The Erie Company, it is said, is protesting against the Pennsylvania Coal Company's movement, and is claiming an equal privilege with the latter to become the owner of about fifteen miles of the abandoned canal under the General Railroad act. The question in all probability will be taken to the courts for decision." (*The New-York Times*, November 23, 1899)

The Erie and the O&W would be the biggest losers if the Delaware Valley and Kingston Railroad becomes a reality:

"THROUGH LINE TO NEW YORK. /The Prediction of J. Graham Rose May Yet Come True—The Fight Over the Old Canal. / J. Graham Rose, former superintendent of the Delaware & Hudson canal, and Sidney Williams and J. H. Fisher, of Scranton, all of whom are connected with the new Delaware Valley and Kingston railroad enterprise, are registered at the Fowler House in Port Jervis. It was Mr. Fisher who searched the titles and made the purchases of real estate for the Delaware and Hudson company's new loop from Farview to Waymart [emphasis added]. / Speaking recently he described glowingly the advantages of an all-steam railroad. Through cars, he said, will no doubt be run from New York to Carbondale. They will place within convenient reach of New Yorkers excellent regions for summer boarding and for hunting and fishing. / The Delaware & Hudson track which passes through the canal at Honesdale has been connected with the Erie track. The work is being pushed forward in order to get a train of coal through from Carbondale over the new railroad connection before the close of the present week. / These things have a very significant look and what was predicted in the LEADER last summer together with the big hotel at Farview may yet come true. Water was let into the canal at Mongaup, two miles above Port Jervis, this week and boats are hauling material for the Delaware Valley & Kingston railroad from Kingston and taking loads of wood back. / An officer of the Ontario & Western said today that the building of an independent road would not cut off \$25,000 in the Ontario & Western's receipts in a whole year. / An official of the Coal Operators' association said today: 'The day we get the new Delaware & Kingston railway in operation the big railways, as a matter of self-preservation, must reduce their rates. The greatest losers, of course, will be the Erie and the Ontario & Western.'" (*Carbondale Leader*, November 25, 1899, p. 2)

December 1899

The proposed trolley road from Carbondale to Crystal Lake:

"TROLLEY ROAD TO THE LAKE. / It is one of the Projects That Will Probably Be Consummated in the Near Future. / One of the well known young business men of the city is authority for the statement that the electric road from this city to Crystal lake which has been talked of considerably of late is to be built next season. If this should prove true it will mean a boom for this city as well as that popular resort. The rumor has been current on the streets for some time and when the officers of the company in this city were asked about it today they said as yet it was only talk. / The young man in question was positive in his statement and said that he had recently walked over the line of the proposed road. According to his statement it will traverse the wagon road but a short distance and thus that thoroughfare will be left free for conveyances while a shorter and better graded route will be had for the cars. / The new line, he continued, will start from the Brooklyn bridge, run through the new Delaware & Hudson addition to the city on the west side, along Fall brook for a distance and then cross lots to the lake. That is his firm belief and the route is one of the best yet proposed. / Further investigation into the matter did not confirm the hopes entertained by the speaker. It is a well known fact that the promoters of any street car system always seek an objective point. The first thing to be

considered is a place where, naturally, there is bound to be large travel. There must be some attraction. Then the next thing is permanency and popularity. So far as the popularity of the lake is concerned, that point must be conceded. The great trouble is that for a few weeks only during the summer that is the mecca for a few families here. This lasts about four months in a year. If someone would devise a source of amusement or attraction that would draw large crowds the year round, there would be a street car system built there at once. / The Carbondale Traction company has had this question under consideration for some time. The distance to Crystal lake is five miles, and it would cost at least \$65,000 to build the road, to say nothing about the cars that would be necessary. Should four cars a day be run, it would cost at least \$60. If the company could see any way to get enough out of it to pay operating expenses and interest on the investment, a road would be built at once. It would be necessary to make the fare at least fifteen cents one way and twenty-five cents for round trip. / In view of the fact that there would be no business for more than four months in the year, in order to make the company good, it would be necessary to take in at least \$300 a day during the period, and, at present this can't be done. If some live man had charge of the leading hotel there and would provide a series of attractions during the long winter months, so that the company could see even a slight change [perhaps 'chance'] for some return a road would be built at once. There is no question but that it is only a matter of time when the road will be built, however. It has got to come." (*Carbondale Leader*, December 5, 1899, p. 5)

The D&H Eighth Avenue crossing is a dangerous place:

"A CHANGE OF ROAD BED. / Traction Company Preparing to Run Their Cars Under the D. & H. Tracks at Eighth Ave. / For years the crossing at the tracks of the Delaware & Hudson company on Eighth avenue has been a menace to human life, and on several occasions attempts have been made to obviate it; which have been futile. / The question has been asked why councils did not compel the company to maintain a flagman there or else erect gates, but there is an obstacle in the way of all this. In the first place, there is no such street as Eighth avenue, from the bridge to the tracks, so the city can't control it, and is in no position to make any demand of the railroad company. / The unhappy situation will soon be remedied, and is being done by the Carbondale Traction company. All of the earth that is taken out of the street in the construction of the new track is being taken to a point near the bridge just before the railroad tracks are reached, and placed there for the construction of a new road across the field to the old gravity road, thence passing under the railroad bridge and coming out on Brooklyn street a quarter of a mile below. / Thus, it will be seen, that in time, the dangerous railroad crossing will be a thing of the past, and the patrons of the road will certainly rejoice. The tracks will not be changed this fall but the new route will probably be constructed next summer." (*Carbondale Leader*, December 13, 1899, p. 2)

9917

January 1900

Line being surveyed from Farview down to Waymart:

"WAYMART, Jan. 7.—A party of seven surveyors are at work running a line from Farview

down the mountain to the south of Waymart. It is impossible to say where they will strike the ten mile level. Waymart has another panic at the prospect of being left out in the cold." It was J. H. Fisher who searched the titles and made the purchases of real estate for the Delaware and Hudson company's new loop from Farview to Waymart. (See the article on page 55 titled **"THROUGH LINE TO NEW YORK. /The Prediction of J. Graham Rose May Yet Come True—The Fight Over the Old Canal.)**

9918

February 1900

Up to February 1, 1900: Standard gauge tracks, switchback at Panther Bluff in place, standard-gauge planes between Farview and Waymart still in place; South Canaan loop not yet built.

February 1, 1900: South Canaan loop completed (Planes 9-12, 18-20 no longer used), and steam line opened:

"WILL OPEN TODAY / New Road Between Honesdale and Carbondale Completed. / The new track of the Delaware and Hudson between Carbondale and Honesdale will be opened for traffic today [02-01-1900]. The track is 27 miles long, while the real distance between the two places is only 16 miles. / The length of the road is necessitated by the fact that the country between the two places is very mountainous and a circuitous route is unavoidable to secure the proper grade for a steam road. Seven miles of new track have been built to make this route. Two hundred and fifty men were engaged in this work and were paid off yesterday at the completion of the line." (newspaper article in a Gritman scrapbook, February 1, 1900).

The opening of the line is described by Stuart Dixon as follows:

Dixon, p. 22: "Amid much fanfare, the D&H ran its first steam-locomotive-powered train with full-size passenger coaches over the Honesdale Branch on February 1, 1900. The first train over the Branch left Carbondale with Engineer Histed and Conductor Hubbard at the helm. The one-way trip took about one hour and 20 minutes, with intermediate stops at Lincoln Avenue in Carbondale, White's Crossing, Panther Bluffs (formerly the Shepherd's Crook), Farview Junction (a spur to Farview Park), Farview, Waymart, Keene, Steene, Fortenia, and Seelyville. Engineer Nichols and Conductor Pierce ran the first train out of Honesdale across the Branch later that morning. Four round trips were scheduled that first day. Engines No. 232 and 233 were the first motive power assigned to passenger service on the Branch."

Farview Junction:

It is not clear to me what Dixon is referring to when he says there was a stop at "Farview Junction (a spur to Farview Park)" and then one at Farview. In the period between the opening of the switchback at Panther Bluff on November 20, 1899, and the opening of the completed steam line on February 1, 1900, there may well have been a location that was identified by the D&H as Farview Junction, which would have been the location where the standard-gauge passenger and freight cars (but not the steam locomotives that pulled them up from Carbondale) were transferred from the standard-gauge track up

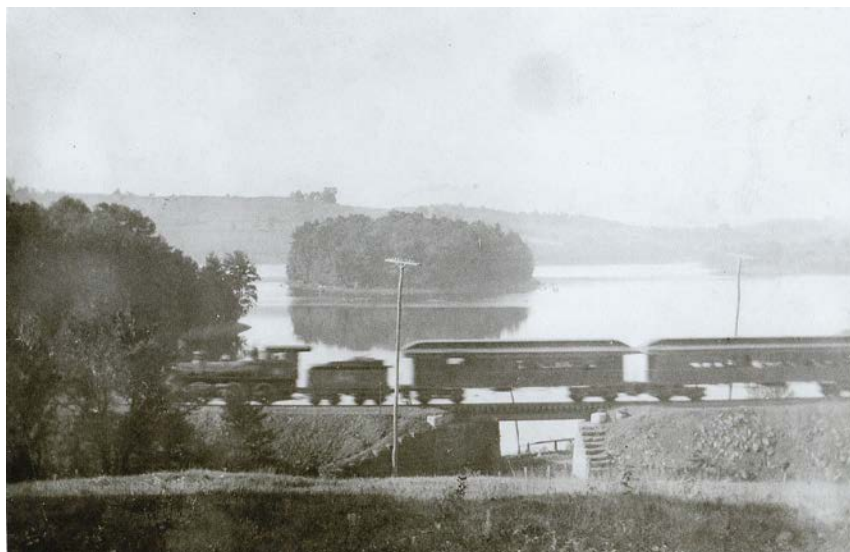
from Panther Bluff to Plane No. 9 and then lowered (Planes 9-12) to Waymart (where they were then transferred to the ten-mile level for the trip to Honesdale). Passenger and freight cars from Honesdale (but not the steam engine that pulled them to Waymart), similarly, would have been transferred from the ten-mile level at Waymart to Plane 18 and taken up to Farview, through Planes Nos. 18-20, and then transferred, at the head of Plane 20, to the steam line track for the trip down the mountain to Carbondale.

We do know, from a notice that was published in *The Journal* of March 8, 1888, that in March 1888 the D&H built a new branch track from No. 9 to the Farview picnic grounds, on which they conveyed passengers to within 200 feet of the pavilion there: "The Del. & Hud. C. Co. are building a new branch track from No. 9 to Farview grounds, on which they will convey passengers to within 200 feet of the pavilion. . . ." (*The Journal*, March 8, 1888, p. 3). This branch track probably operated like a shuttle, possibly with a horse to move one or more cars from No. 9 to within 200 feet of the pavilion. In any event, main line Gravity trains would surely not have been moved over this spur.

Stuart Dixon reports (see p. 157) that Engines No. 232 and 233 were the first motive power assigned to passenger service on the Branch." What were the names of those two engines?

Steam Train on Honesdale Branch:

Honesdale Bound, D&H Steam Locomotive and Cars on the "Honesdale Branch" at Keen's Pond. Copy print of photo by Roberts Keen in the archives of the Waymart Area Historical Society. Roberts Keen had two sons: Dale and Wade. The Keen property is directly across Route 6 from where this photo was taken. John Buberniak has determined, 09-30-2011, that the locomotive pictured is the No. 45, the "Mars," built by the Dickson Locomotive Works in Scranton, February 6, 1883; Construction number 402; engine is a 2-6-0 Mogul, with a weight of 88,000 lbs. The first of the two cars is a combination freight / passenger car; the second is a regular passenger car. These are two of the yellow coaches that were in service on the Honesdale Branch. A photograph of the "Mars" at the head of a cut of passenger cars at the Canal basin in Honesdale is given in *Shaughnessy* on p. 192.



Run away car from Racket Brook breaker to the D&H yard:

"One of the most exciting happenings in railroad circles was the running away of a car from the Racket Brook breaker, down around by the lookout and up to the yard. The dispatcher had succeeded in getting a clear track for the runaway or it would have been a dear one for the company. Those who saw the car as it went by Powderly's and No. 1 say that it went quicker than anything they ever saw on that road." (clipping in Gritman scrapbook, dated February 17, 1900)

The accidental and tragic death of a first-class trainman, William McMullen:

"KILLED BY AN ENGINE. / William McMullen, Honesdale Branch Trainmaster, Accidentally Killed at Panther Bluff Last Night. / Trainmaster William McMullen of the Honesdale branch was instantly killed last evening about half past five o'clock. Mr. McMullen was returning from a tour of inspection over the branch on engine No. 53 and at Panther Bluff got off to throw a switch. He signaled engineer Colvin to back up and in crossing the track in front of the moving engine the tender struck him. No one saw the accident, the crew not knowing that it occurred until his body was seen under the locomotive. With the hope that life had not departed entirely the body was hastily moved to his home on Church street and Dr. S. S. Shields summoned. Upon examining the remains the doctor decided that death occurred instantly. / Deceased was born in Wayne county 56 years ago and has been in the service of the Delaware and Hudson company continuously since he was sixteen years of age. He was first employed on the coal dump in Waymart and finally through strict attention to business and his unusual capacity for railroading rose to the position of trainmaster of the Gravity railroad system, a position which he held for twenty years. The old Gravity system wonderful as it may seem and more wondrous in its suggestion of man's mastery over the forces of nature does not impress one so much as the man who successfully managed it for so many years without accident in a single case to one of the many thousands of passengers carried every year. After the Gravity system was turned into a steam road Mr. McMullen was retained in the capacity in which he served on the Gravity. Under his personal supervision the track between Farview and Waymart, replacing the system of planes, was laid and the changing of the gauge on the entire line which will be remembered as taking place about a year ago, was in a measure under his jurisdiction and was completed in a few days, a feat in railroading unusual as it was great. [emphasis added] / As a superior officer the deceased was firm and insisted upon strict attention to business by those under him. He never allowed his personal likes or dislikes to enter into his business and as one man who has known him for years puts it, 'the greatest harm he would do you would be to let you alone.' He was a man little known outside his business, his whole attention being concentrated upon his duties. He had lived in this city since 1869 but belonged to no

organization. / His wife, two brothers and two sisters survive. The brothers are S. A. McMullen, trainmaster of the Delaware & Hudson Pennsylvania division of this city and Chas. McMullen of Scranton. The sisters are Mrs. George Berry of this city and Mrs. Thompson, of Tacoma, Washington. / The funeral will be held Monday morning at eleven o'clock. Services will be held at the late home on North Church street Rev. Rollin A. Sawyer, of Trinity Episcopal church, officiating and interment will be made in the McMullen family plot in South Canaan cemetery." (clipping in the Gritman scrapbook, dated Saturday, February 17, 1900)

More on the accidental death of William McMullen:

Appended to the preceding clipping are the following three clippings, all undated: "Seldom does a community receive such a shock as that experienced in the tragic death of William McMullen. For many years he had been a leading figure in the railroad life of the city. He was known to nearly every one in the community and had been very successful in his chosen business. Of robust build he seemed a man destined to live yet a half century and within that sturdy, massive frame; there existed a vein of good nature to which his acquaintances and the men under him can testify." / "Mr. McMullen was always a hard worker in the interests of the company with which he was connected. He had charge of all the excursion business on the old gravity road and personally looked after it. One of the worries of his life was that some of the children on the various Sunday school picnics which went to Farview might be hurt. It is in no small measure due to his careful attention that nothing of this kind occurred." / "For a number of years he took a prominent part in the affairs of Trinity church and for a period was the leading spirit in its choir. In a business way he was entirely a self made man and the thorough knowledge of railroad duties which he possessed he acquired in actual experience. In nearly every line of the work he was versed, including civil engineering and bridge building. He held a unique place which will probably never be filled. Since the beginning of the steam road which has supplanted the old gravity he has been at his post early and late. In his death the Delaware & Hudson company has lost a faithful and capable servant. Mr. McMullen was one of those who believed in the mineral wealth of certain sections of Wayne county; but he did not live to see his hopes realized."

The South Canaan Loop

This loop was installed under the direction of Honesdale Branch Trainmaster, William McMullen (see above, pp. 159-60). The down-the-mountain section of this loop is shown on the cover of this volume on the 1899 configuration of the D&H Gravity railroad.

From the newspaper article given above on page 154-55 ("Through line to New York. . .") we learn that it was J. H. Fisher who searched the titles and made the purchases of real estate for the Delaware and Hudson's loop from Farview to Waymart.

From the January 7, 1900 newspaper clipping cited above (p. 156), we learn that the work of running the line down the mountain from Farview to Waymart was carried out by seven surveyors.

The tight part of the curve at the base of the mountain was called "Swackhammer's Loop" by railroad men during the period of operation of the steam locomotive line (1900-1931) from Carbondale to Honesdale.

About the Swackhammer family:

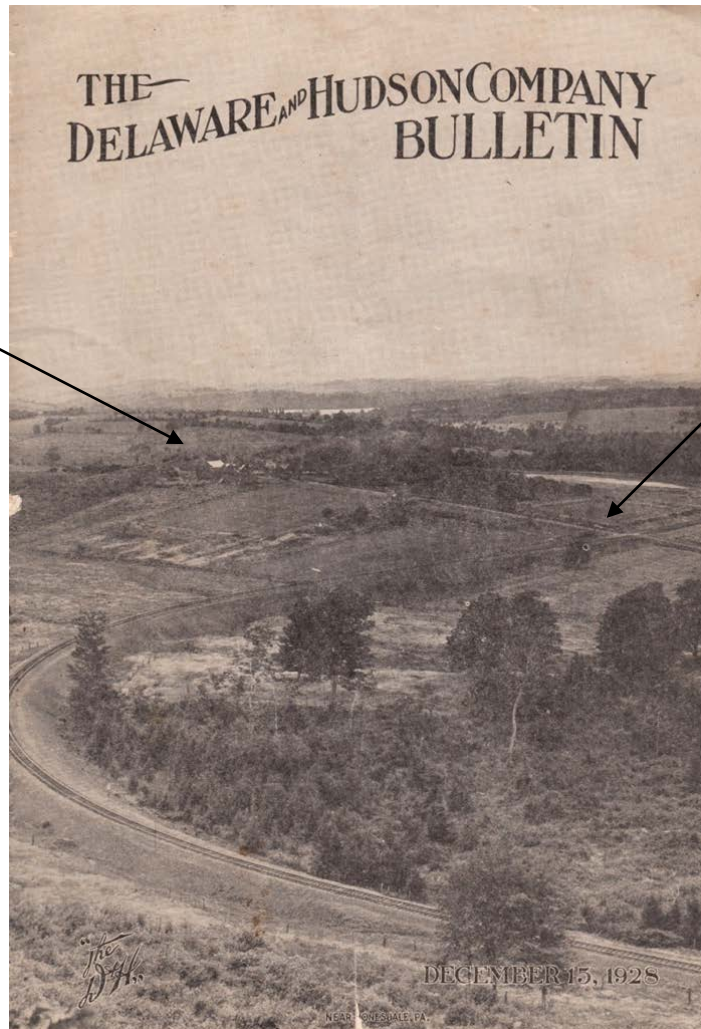
"Mr. Wm. Swackhammer, a respectable citizen of Canaan township, Wayne Co., was found dead in his bed on Monday night. He had worked during the day, and did not complain of sickness before retiring. He was about 70 years of age." (*Carbondale Advance*, November 21, 1868, p. 3)

"Johnson Swackhammer, of Canaan township, died last Tuesday evening, of heart disease, aged about 55 years. The funeral will be held this morning at 11 o'clock, from the M. E. church in Waymart, interment in Canaan Corners cemetery. Deceased was a brother of Mrs. George Dimock, of Carbondale; Mrs. Nicholas Hapeman, of Pittston, and Mrs. Jennie Berry, of No. 9. He was unmarried." (*Carbondale Leader*, January 16, 1885, p.1)

The portion of the South Canaan Loop from the foot of the mountain to Waymart is shown on the cover of *The Delaware and Hudson Company Bulletin* for December 15, 1928:

The Munson farm in Waymart. Adeline Loretta Squire (1850-1918) married George F. Munson (1841-1928). They were the parents of three children: Hattie Amanda (1869), Susan E. (1873), and Orville W. (1878). Munson was one of the 19 station stops on the Honesdale Branch: Carbondale, Lookout Junction, Bushwick, Lincoln Avenue, Racket Brook, Whites, Panther Bluffs, Quigley, Farview, Canaan, Munson, Lake Lodore, Waymart, Keen, Steene, Prompton, Fortenia, Seelyville, and Honesdale.

Adeline L. (Squire) Munson was a sister of the author's mother's maternal grandmother, Mary Emma (Squire) Loomis.



The Munson stop on the Honesdale Branch

Shown here is the steam line as it emerges from the South Canaan loop and heads in the direction of Lake Lodore and Waymart. The station stop “Munson” was located where the rail line crosses the highway road shown in this photograph. The Munson farm can be seen at the top left in this photograph.

More on Lake Ladore:

For a detailed account of Lake Ladore and the amusement park that was established there, see the archives of the Waymart Area Historical Society, Jane Varcoe, president.

Carbondale native, Anton Roemmelmeyer, played in the Mozart Band, which performed regularly at Lake Ladore:

“One of Mr. Roemmelmeyer’s favorite avocations was music and for many years, beginning in 1878, he played the clarinet and cornet in the Mozart Band of Carbondale, all the members of which were ‘Dutchmen’ [i.e., Germans]. These musicians were constantly employed at Lake Ladore when excursions over the Gravity Railroad drew thousands of people to that picnickers’ paradise each week from all parts of the east.” (Biographical sketch of Anton Roemmelmeyer titled “Carbondale Gazed in Wonder When Electric Lights First Blazed in the D. & H. Locomotive Shop,” *The Delaware and Hudson Railroad Corporation Bulletin*, February 1, 1934, pp. 19-20, 28)

Memorial Day, 1900, Lake Lodore Amusement Park opens. See Stuart Dixon, pp. 35-39. *The Honesdale Branch of the Delaware & Hudson Railroad. Rails through Canaan*. By Stuart Dixon, U. S. Department of Justice, Federal Bureau of Prisons, 2004, 86 pages.

Operations on the Honesdale Branch began on February 1, 1900 and ceased at midnight on September 9, 1931, and removal of the tracks commenced July 15, 1932, and was completed on April 28, 1933.

First coal train for Jersey City over the Honesdale branch:

“**First Train.** / The first coal train for Jersey city went over the Honesdale branch yesterday.” (newspaper clipping, Gritman Scrapbook, February 7, 1900)

Additional note on the Gravity Railroad:

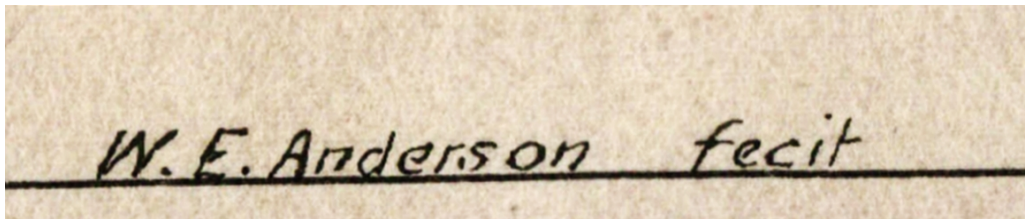
“The old gravity cars are now a thing of the past, as the last of them was burned last evening, at the foot of back plane No. 28.” (clipping in Gritman scrapbook, dated Thursday, February 22, 1900)

9919

March-December 1900

The 1901 Map of the Honesdale Branch

In 1901, W. E. Anderson created a map of the Honesdale Branch of the Delaware and Hudson Company, now in the collection of the Carbondale D&H Transportation Museum. We know that Anderson created the map because of his discrete notation at the beginning of the map volume:



"W. E. Anderson fecit" is Latin and means here: "W. E. Anderson created these maps."

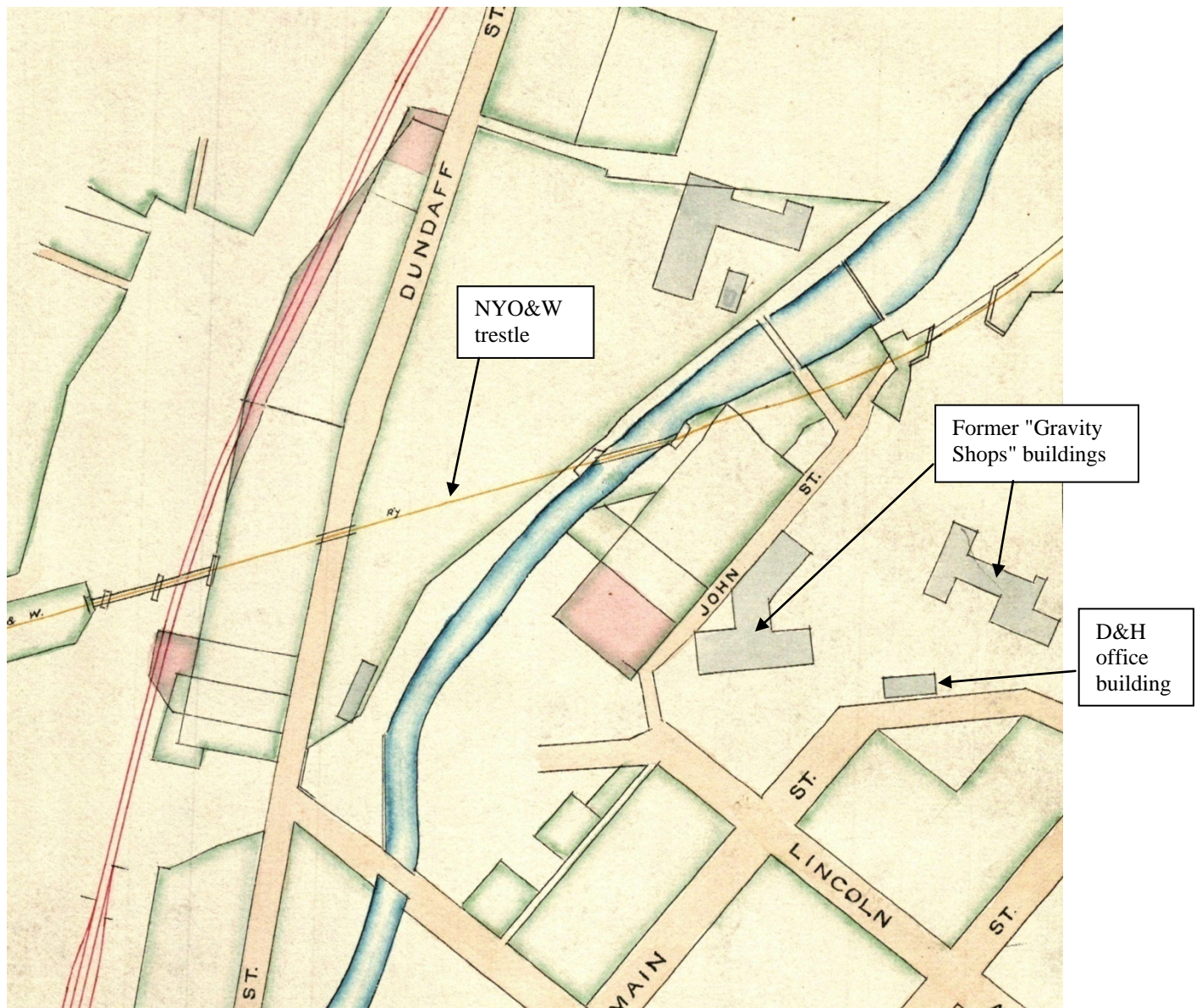
("fecit"--third-person singular perfect active indicative of the Latin verb *facere*, meaning *to make, do*) One also sees the term "fecit" after the name of the executing artist or craftsman on a painting, piece of sculpture, or other art object or piece of craftsmanship.

Pasted on the inside front cover of the map volume is a sheet on which the siding arrangements in effect on the Honesdale Branch are listed. Here is that page:

M. D. No	Location	
✓2314	James Fowler & Sons,	Honesdale, Pa.
✓2358	George A. Glenn & Co.,	Farview
2374	Murray Company,	Honesdale
✓2393	Carbondale Coal Co.,	Carbondale, Foundry Sw.
✓2653	Gurney Electric Elevator Co.	Honesdale
2793	Carbondale Coal Co.	Carbondale
3016	Lake Ladore Improvement Co.	Keen
3184	A. B. Transue	Waymart
3301	The Howard Coal Co.	Hubbard Farm
3365	Gormley & McDonnell	Fortenia
3462	Racket Brook Coal Co.	Carbondale
3528	Edgerton Coal Co.	Bushwick
Doc. H- 2007	The Hudson Coal Co.	Honesdale
Doc. H 2278	Erie R.R. Co with The Hud. Coal Co.	Honesdale

Given below are 21 details from W. E. Anderson's extraordinary map.

Former Gravity Shops area in Carbondale:

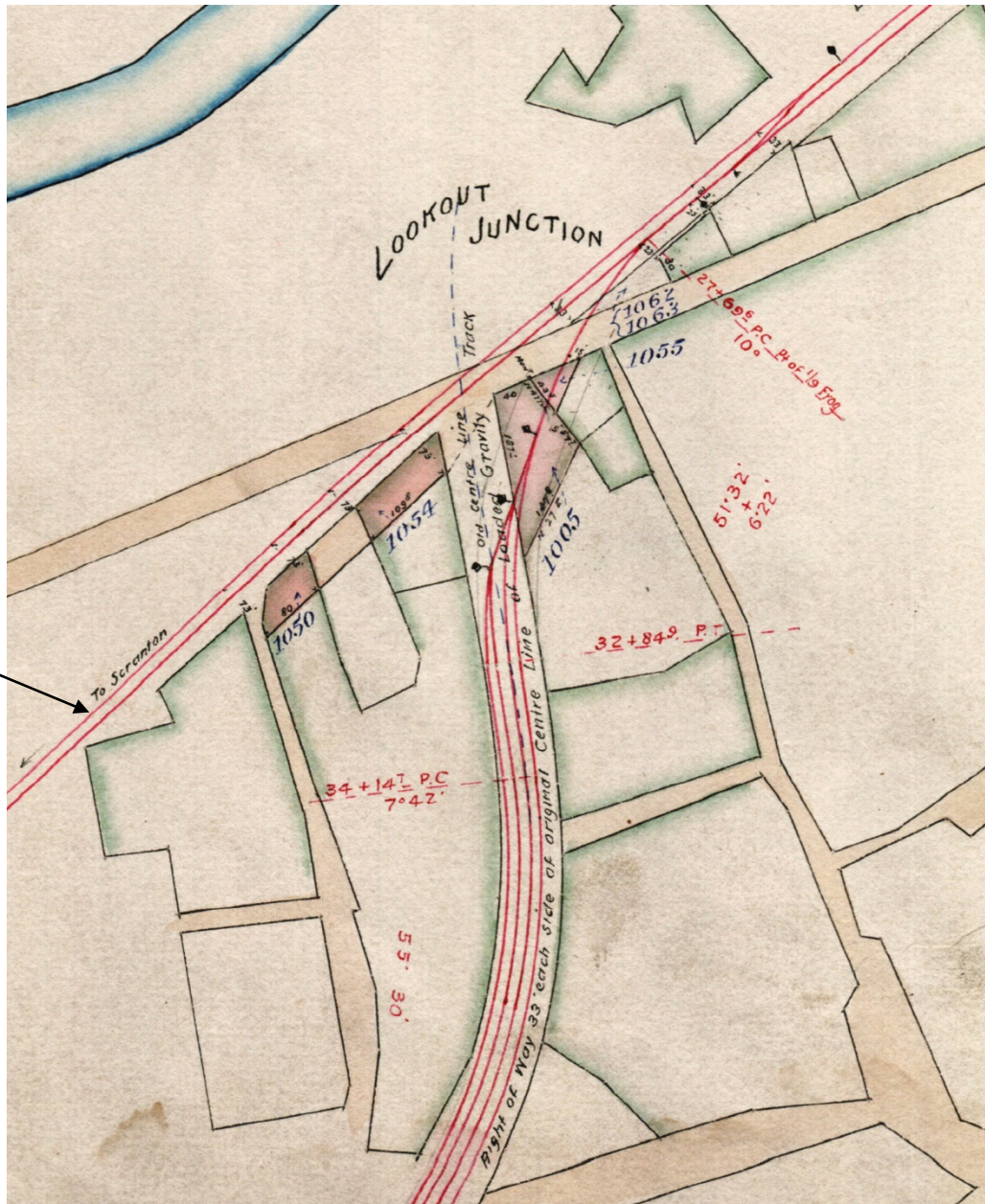


Note the dotted line indication of Level 27 coming back into Carbondale from the south to the foot of Plane No. 28 at Eighth Avenue.



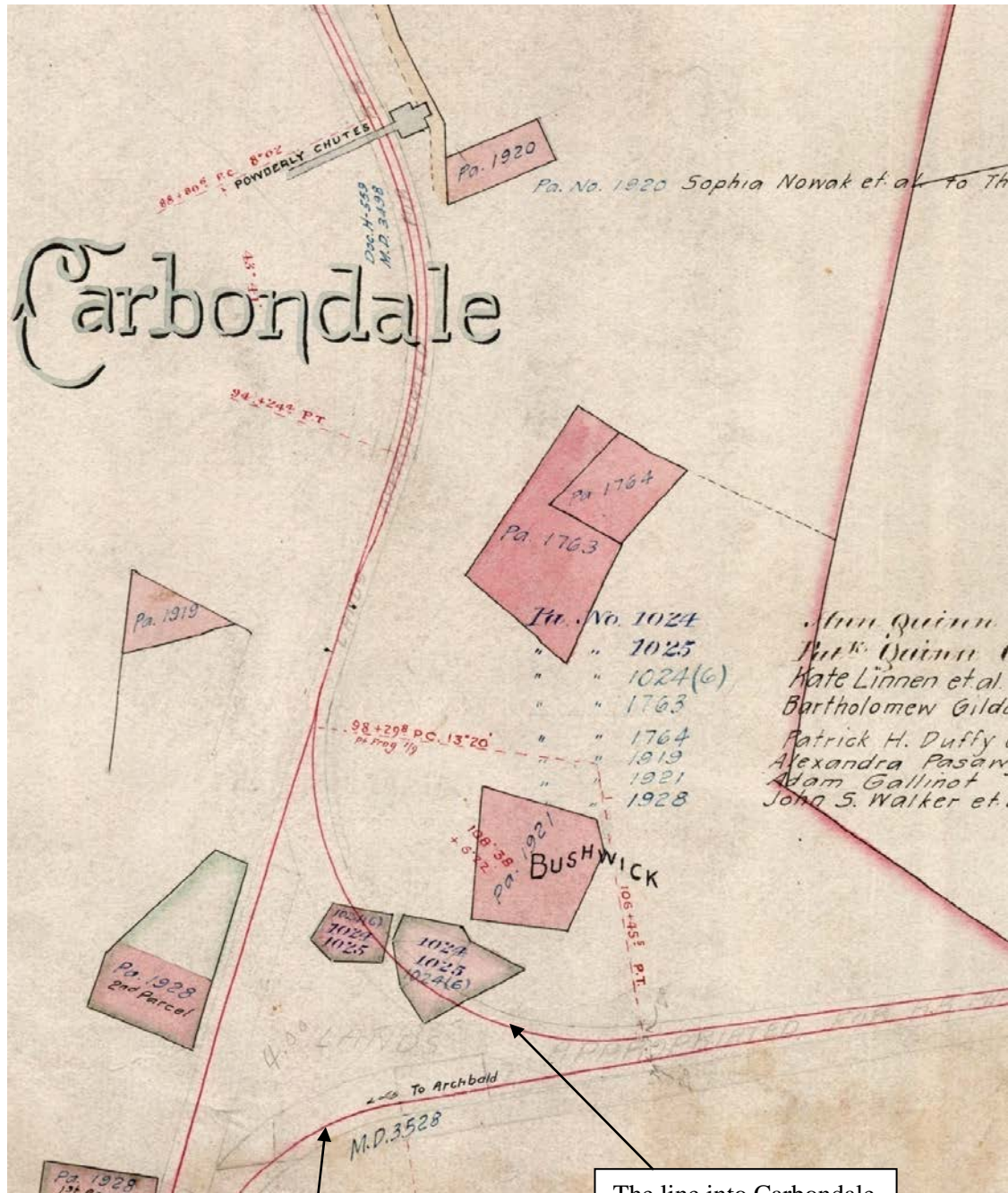
Lookout Junction:

D&H
steam line
to
Scranton

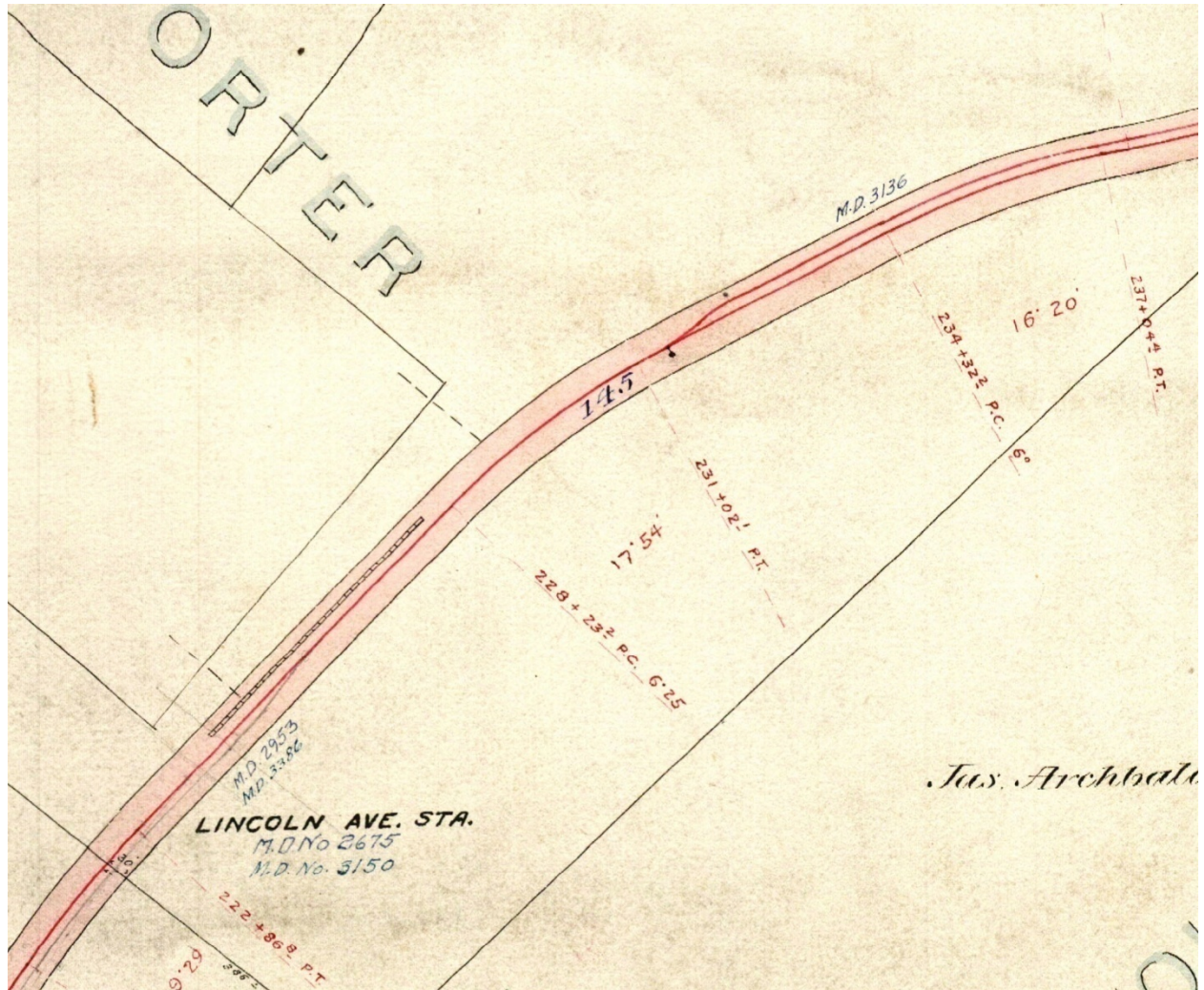


Four tracks on steam line at
Lookout Junction

Bushwick:



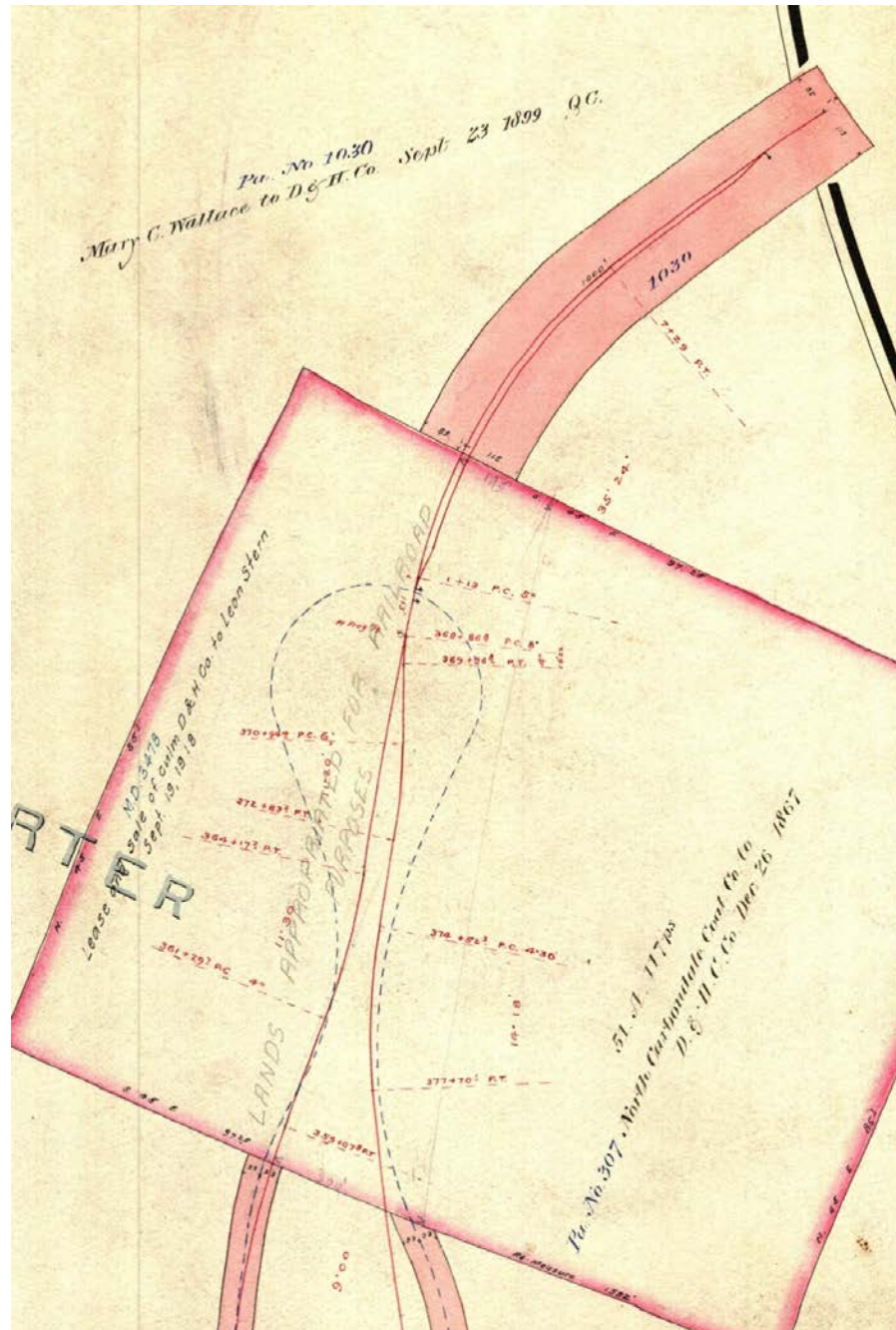
Lincoln Avenue Station:



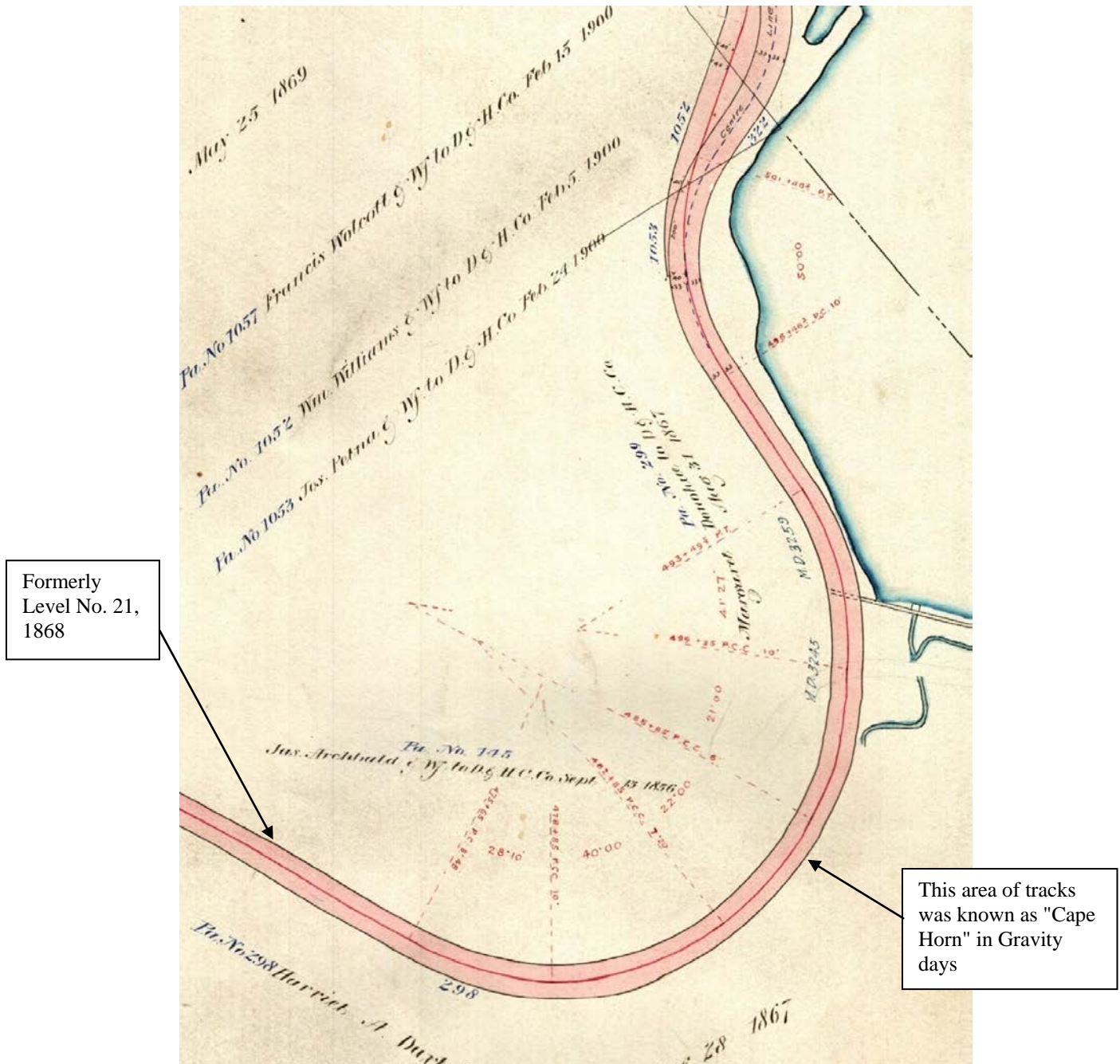
White's Crossing:



Switchback at Shepherd's Crook:



Two details in the No. 4 Pond area. In the first, we see the celebrated "Cape Horn" section (the large curve below present-day No. 4 Pond):

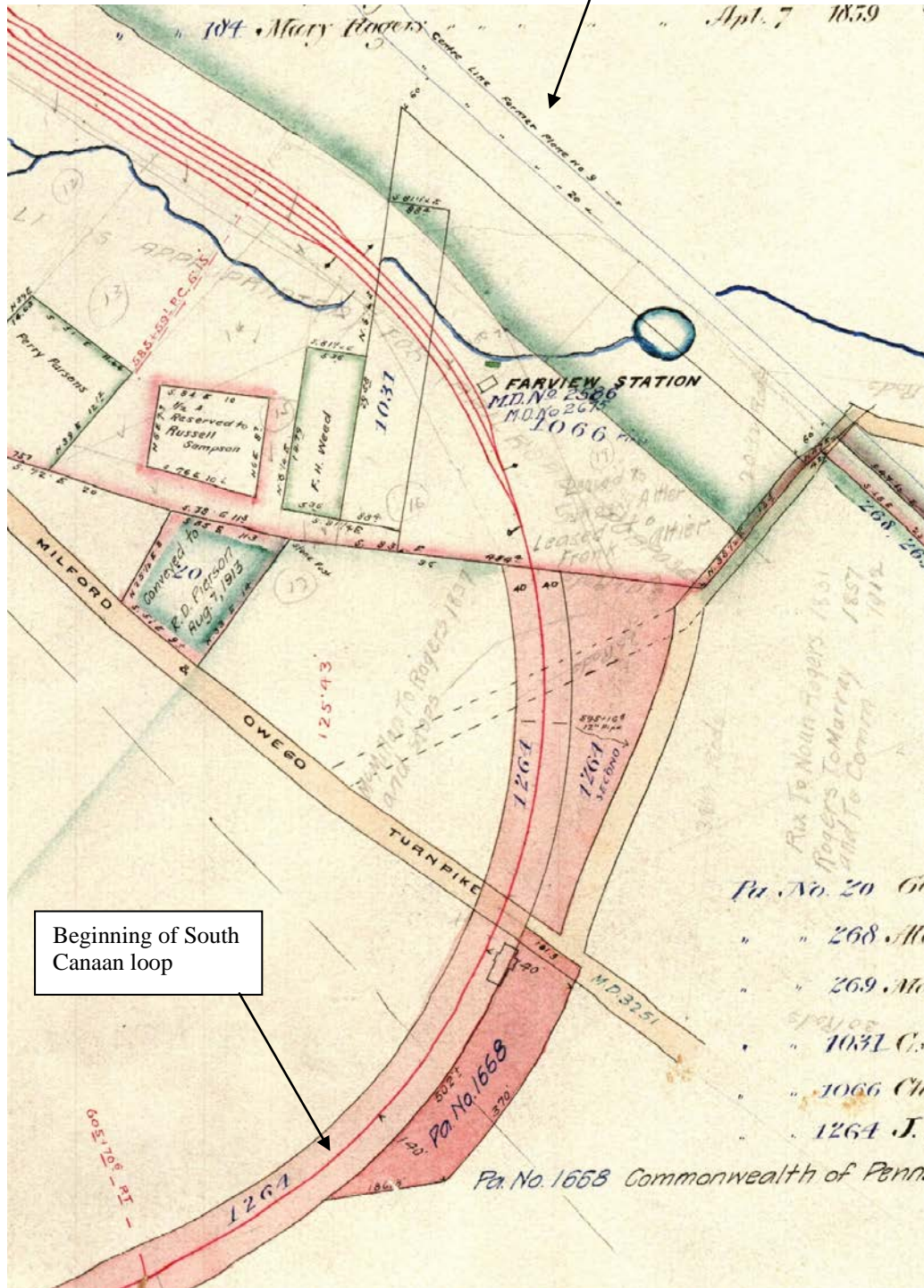


In the second detail from the No. 4 Pond area, we see the track as it passes around the back section of No. 4 Pond:



Farview station area:

Gravity Planes Nos. 9 and 20



Two black and white photographs of the Farview steam station are in the collection of the Carbondale Historical Society. There is today a date stone on the building that reads "1875" on the north end of this building. It is not known who put that date stone there, but the date is wrong. This station was not erected until after the Gravity Railroad closed and the steam line to Honesdale opened. The track was on the up-hill side of the station.

Farview Steam Station

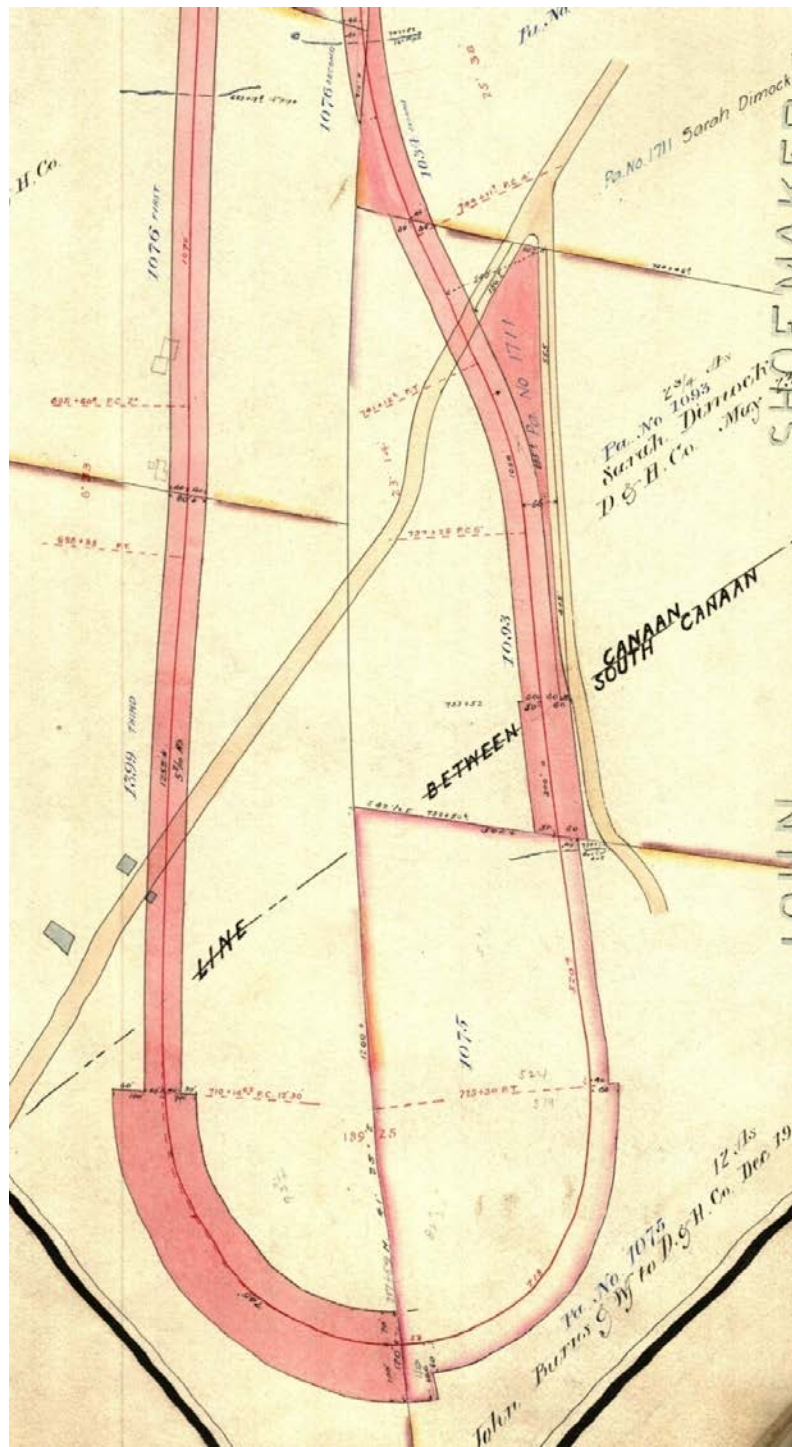


Farview Steam Station

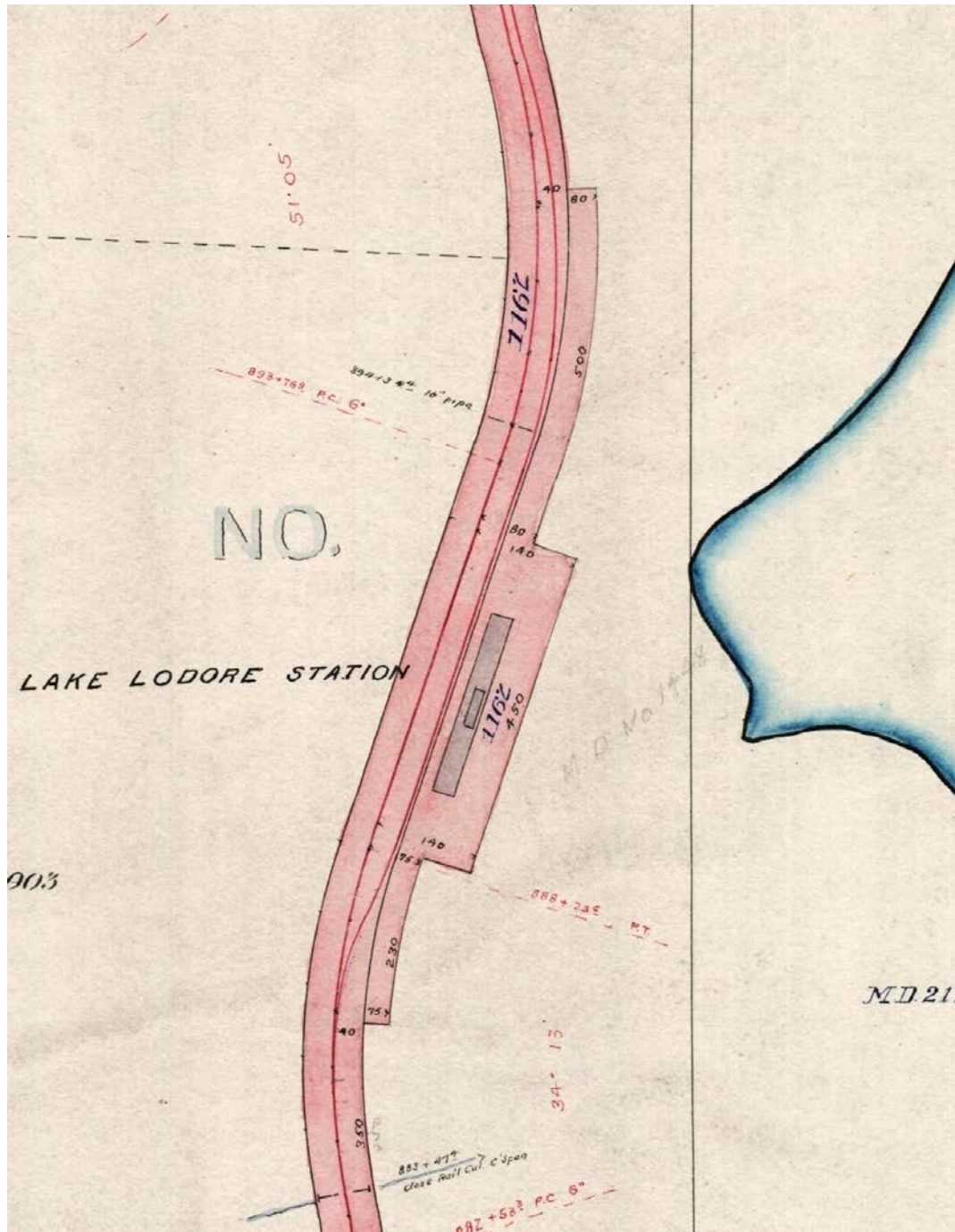


South Canaan Loop:

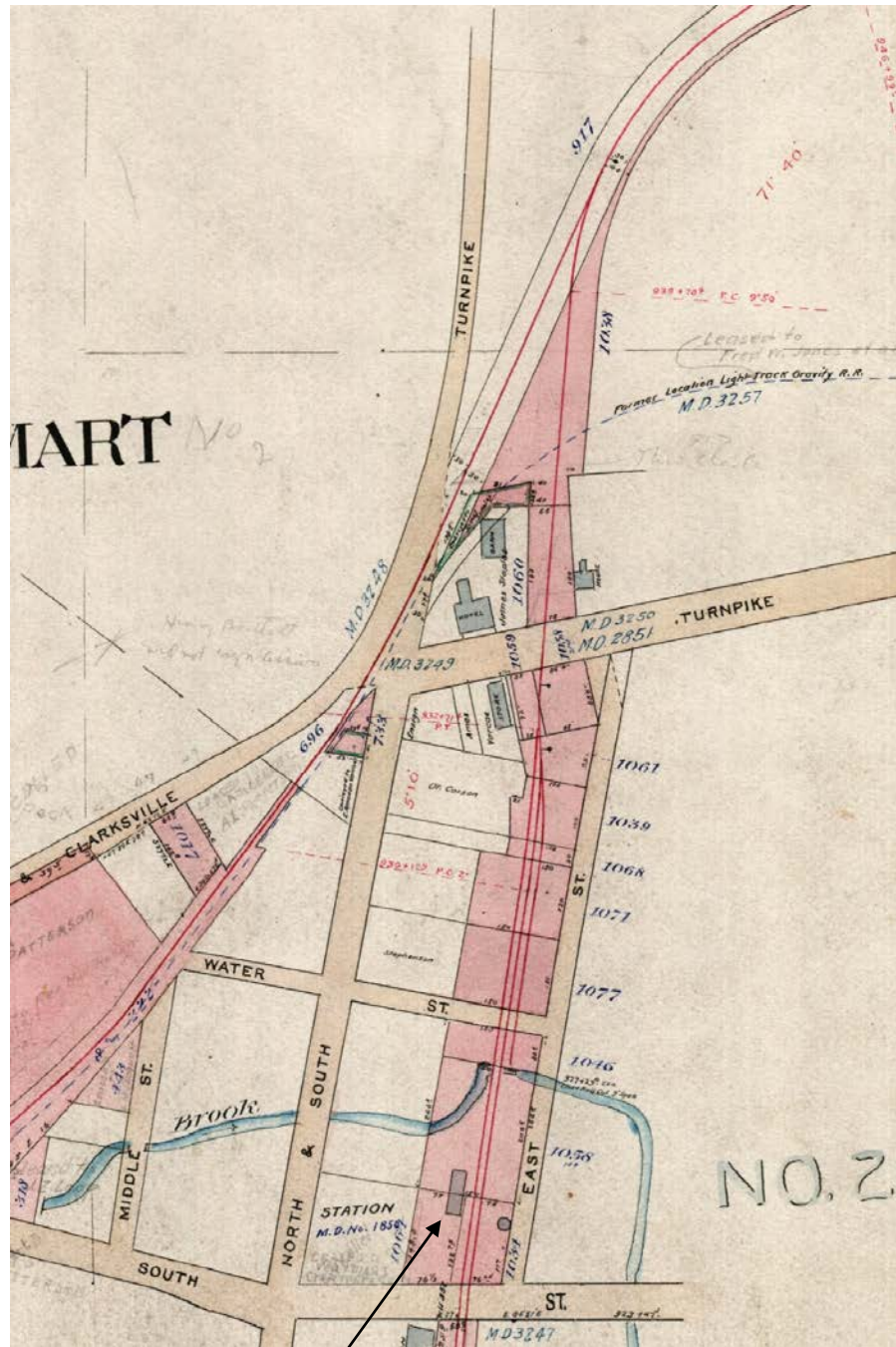
The curve at the bottom of the loop was known as *Swackhammer's Curve*.



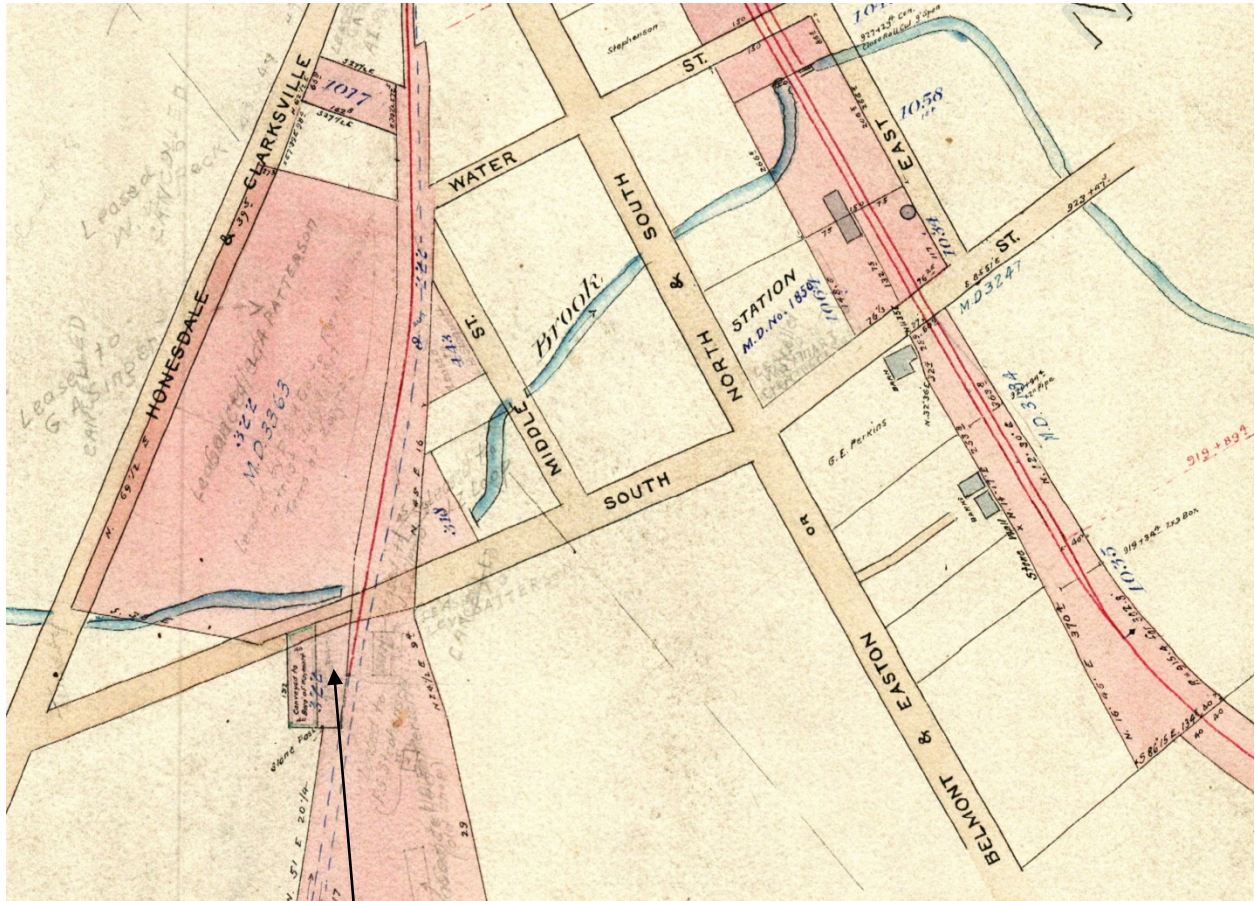
Lake Lodore station:



Two details of downtown Waymart:

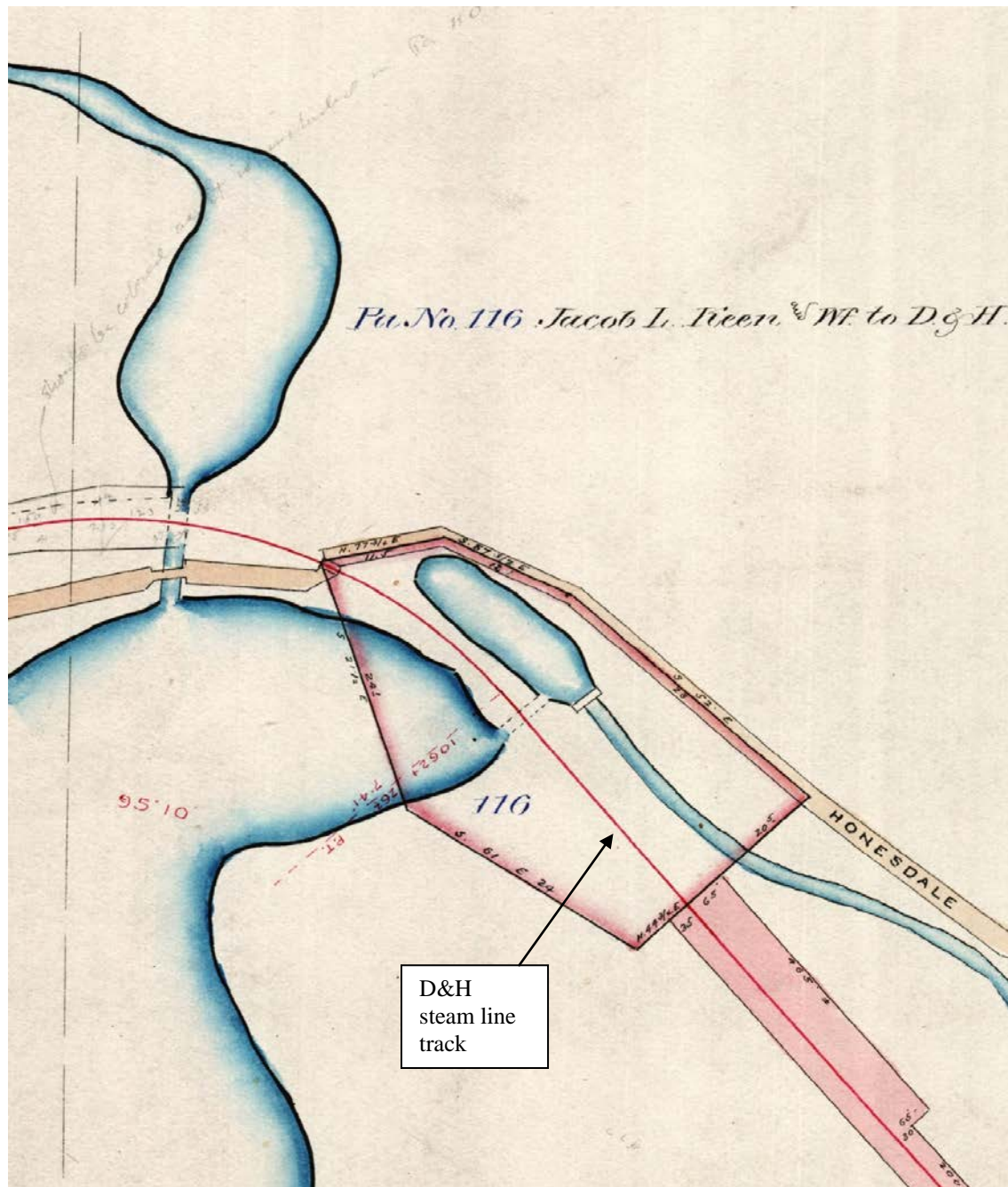


Steam line station in
Waymart; now owned by
Jane Varcoe



Present location of
Waymart D&H depot

Keen's Pond

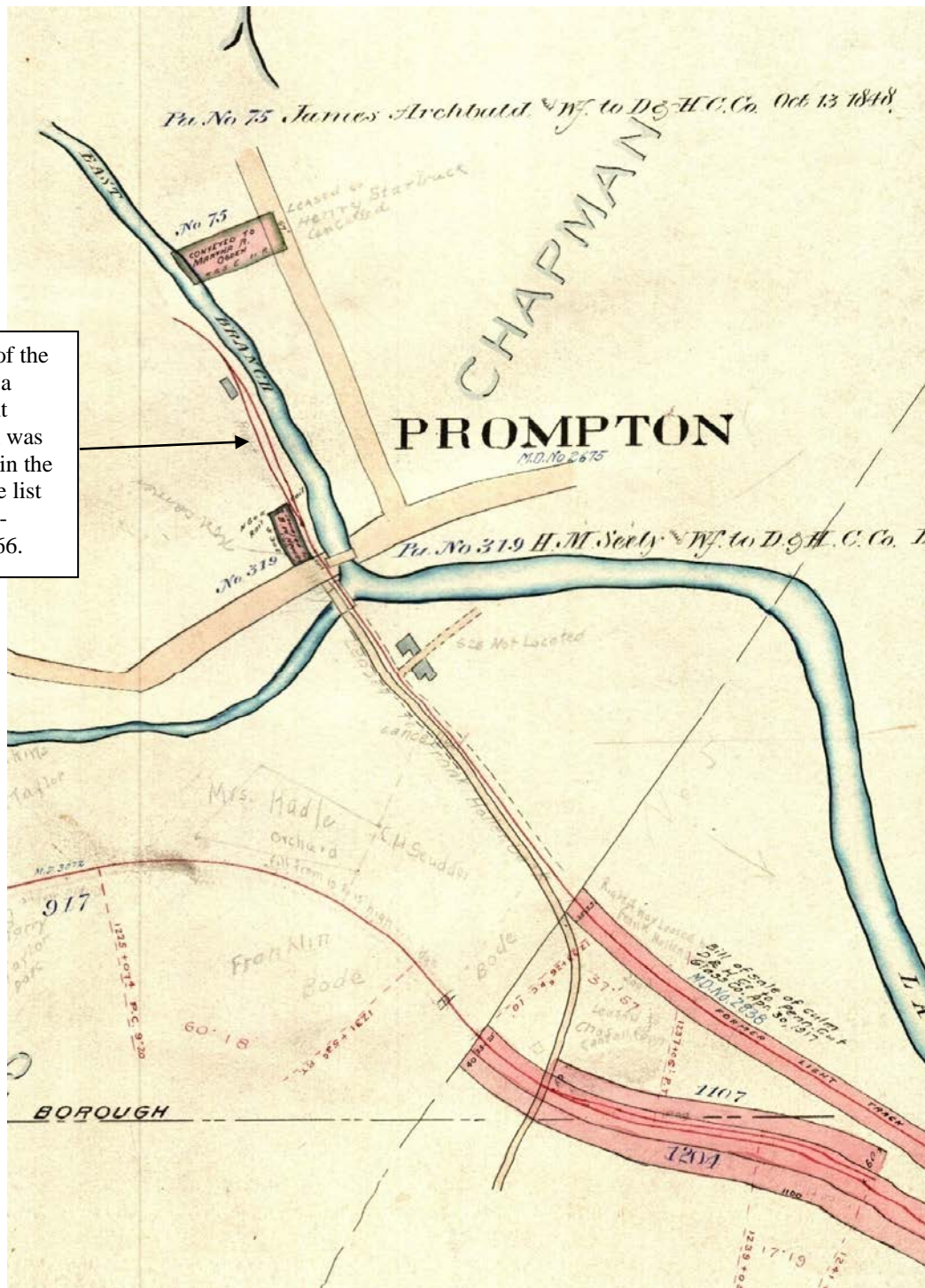


[illegible]

Steam line—on former loaded track (Level No. 12)

Prompton:

After the closing of the Gravity Railroad, a portion of the light track in Prompton was converted for use in the steam line era. See list of "siding arrangements" on page 166.

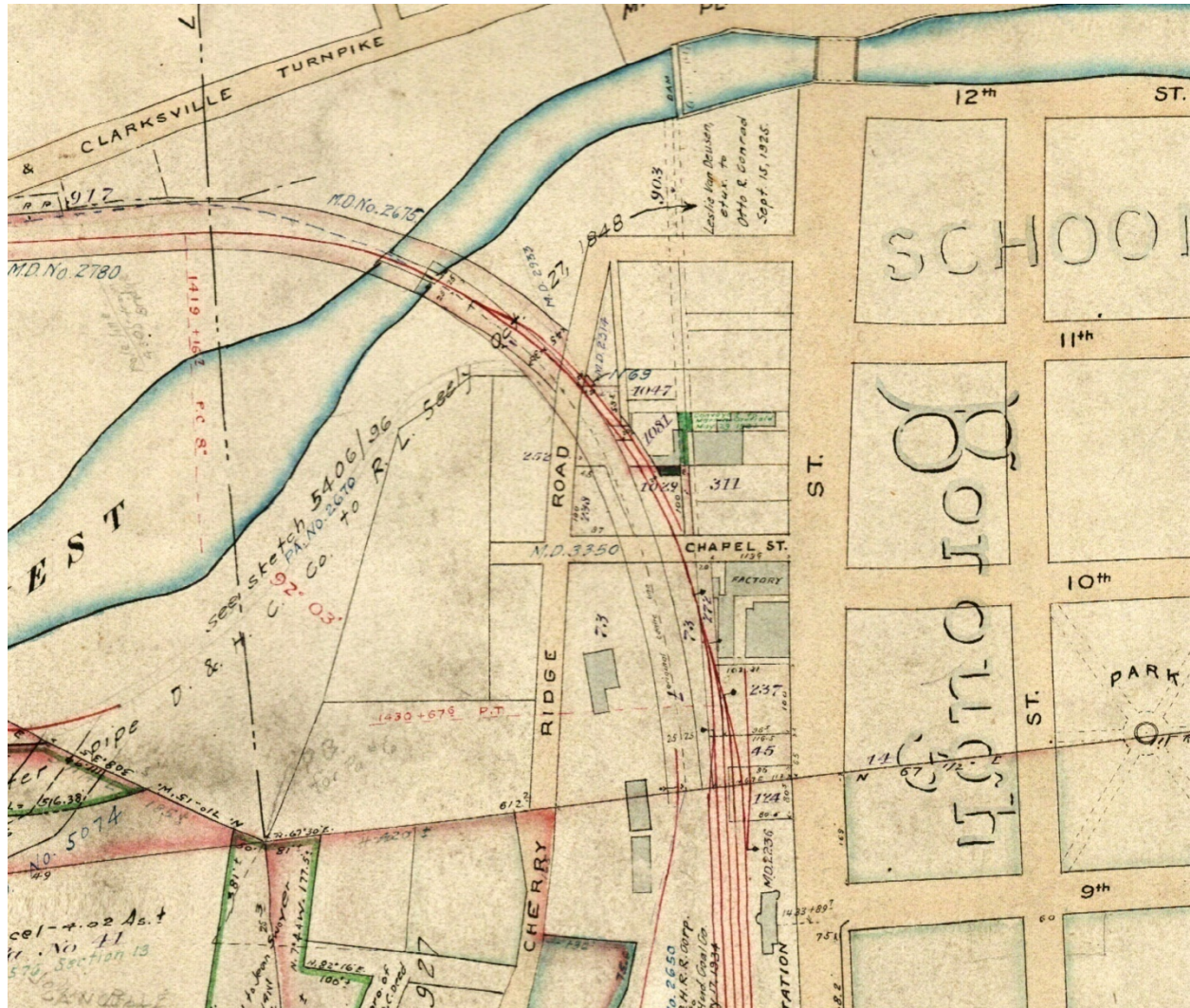


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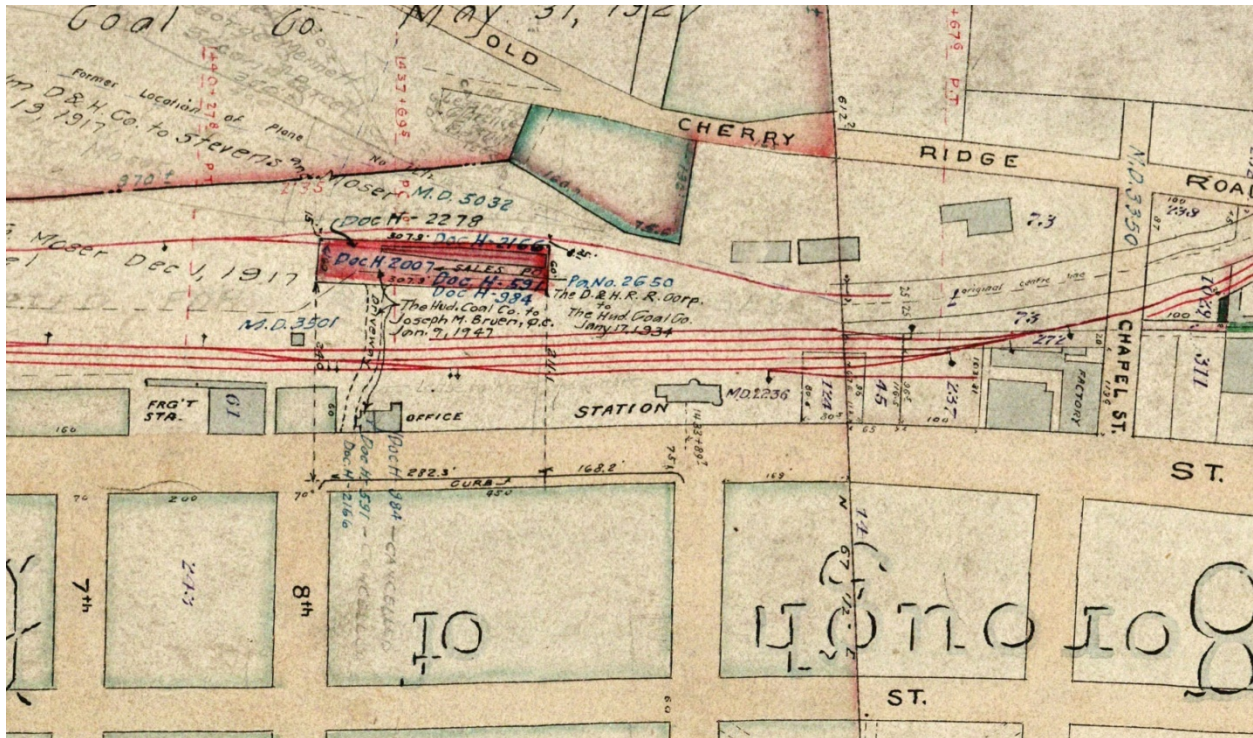
Seelyville:



Two details from Honesdale:



Another view of Honesdale:



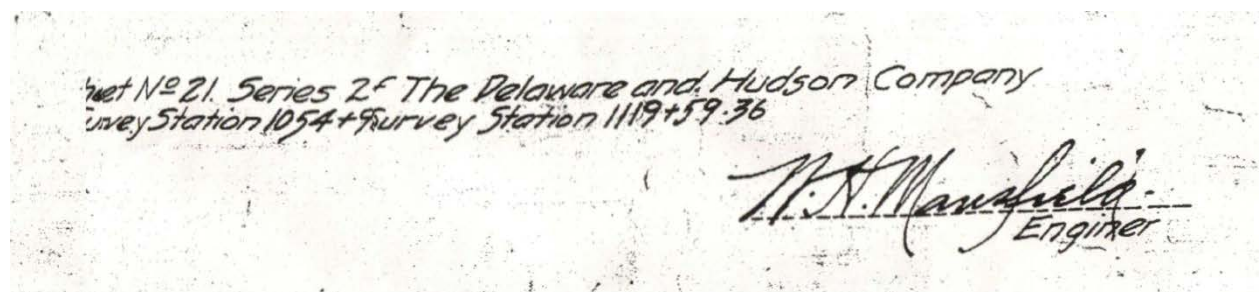
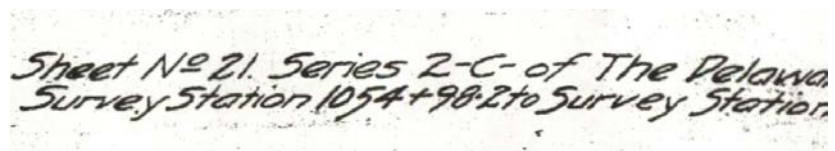
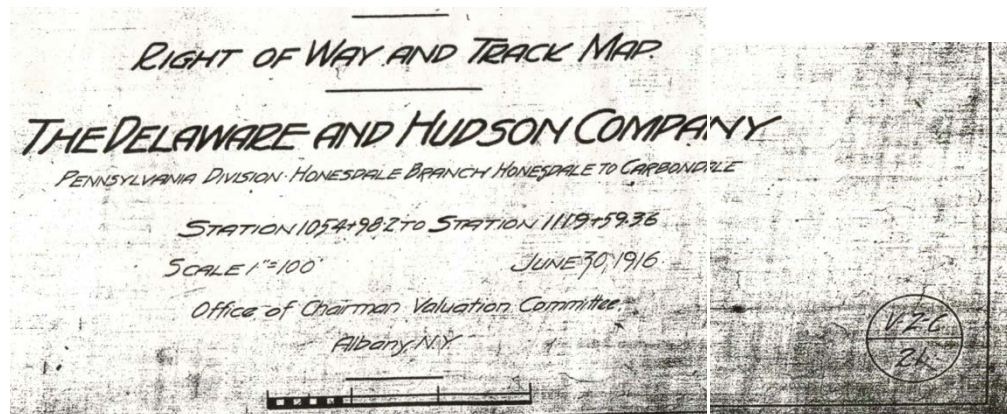
Also pasted onto an introductory page in the 1901 map volume is the following notice:

January 22, 1951

The office of the Division Engineer of The D. & H. R. R. Corp. at Carbondale advised us by telephone today that operations on the Honesdale Branch ceased at midnight on September 9, 1931, and removal of the tracks commenced July 15, 1932, and was completed on April 28, 1933.

1916 Map of the Honesdale Branch

In 1916 a detailed blueprint map of the Honesdale Branch was produced. This we learned from Michael Yavorosky on October 29, 2013. This is a very large format map. Michael owns black and white copies of two of the sheets of the map (probably about 100 pages in the blueprint map all totaled). Here are scans of the particulars on this 1916 map:



On October 30, 2013, Michael Yavorosky said that he will initiate an action to try to get for the Carbondale Historical Society the complete set of these 1916 maps of the D&H Honesdale Branch.

1904 D&H Gravity and Pennsylvania Gravity Reunion

Reunions of the employees of the D&H Gravity Railroad and the Pennsylvania Coal Company's Gravity Railroad were held, beginning in 1904.

In the biographical sketch of George Lorenz on page 83-84 of the June 1, 1934 issue of *The Delaware and Hudson Railroad Bulletin*, we read the following: “. . . MR. LORENZ is a charter member of The Delaware and Hudson Veterans' Association (a separate organization from the Gravity association, see section 9925 below) and has served as a vice-president since its organization. For fourteen years he has been president of the Pennsylvania and Delaware and Hudson Gravity Association, which is composed entirely of men who worked on Gravity Railroads and which holds an outing each year at Scranton. . .”

Given the important role that George Lorenz played in recording the history of the Gravity Railroad by means of these Gravity Railroad reunions as well as the reunions of the Delaware and Hudson Veterans' Association (see section 9925, below), it is well that we reproduce here the complete biographical portrait of him that is given on pages 83-84 of the June 1, 1934 issue of *The Delaware and Hudson Railroad Bulletin*:



The
DELAWARE AND HUDSON RAILROAD

CORPORATION

BULLETIN



Heads Gravity Association

Veteran's Railroading Career Began on Inclined Plane

A MAN had to have sound judgment, a keen eye, and nimble fingers to hold a job at the head of a plane on the old Gravity Railroad," says GEORGE LORENZ who, prior to his retirement on pension June 1, 1932, had completed over 56 years in Delaware and Hudson employ. When a string of five loaded coal cars reached the top of the long incline, the stationary engineer would give him slack in the steel cable, and in the following instant the headman had to grasp the hook which engaged the cone in the heavy rope, and with a flip of his wrist disengage it. Should he fail to release the big hook he was greeted with a series of remarks from the engineer which were not altogether complimentary, and the latter had to hastily reverse his engine to avoid causing serious damage to the cable, cars, or his engine.

Nowadays, when a freight train stalls on a grade the engineman has a number of alternatives: he can back down and get a fresh start, he can cut the train into sections and take up one at a time, or, if another locomotive is available, he can call for assistance. In the early days if a train, which ordinarily ran down the slope between adjacent



GEORGE LORENZ

planes by the force of gravity, stopped midway between, the runner had to walk to the foot of the next incline to get one of the powerful horses which were stationed there for emergencies of this type. Returning to his train he would start it with the assistance of the horse and then complete the interrupted run. Not infrequently the boys of the neighborhood, who frequently rode the cars along the levels, would deliberately stop a run of cars to annoy the crews. When one of the culprits was caught he was given a sound thrashing, although it is doubtful whether this discipline had any other effect than to cause him to repeat the prank at the very next opportunity.

Even before his birth at Archbald, Pa., July 13, 1865, MR. LORENZ'S family was connected with the mining and transportation of anthracite. His father was for years weighmaster and later breaker boss in the employ of the Jones and Simpson Coal Company, and GEORGE, after a single term of schooling between the ages of six and seven, went to work in the old White Oak Breaker, at Archbald, picking slate twelve hours a day for 42 cents, which rate was later cut to 39 cents per day. All day long dozens of youngsters, ranging in age from six

to ten years, sat hunched over a coal chute high in the breaker, slowing the flow of the coal with their feet while they removed and threw into a nearby box any slate or rock they might see. As long as the percentage of refuse which escaped their eyes was kept to a minimum all was well, but should their foreman consider that they were missing too much, their failure was harshly called to their attention by the sting of a falling whip. This colliery, which at that time had a capacity of only about 450 tons a month, long since burned to the ground and was never rebuilt.

After three years as a slate picker young GEORGE was promoted to the job of running empty coal cars under the breaker chutes for loading, his wages automatically being increased to 54 cents per day. A supply of empty cars was at all times available at the head of the slope passing by the breaker and as soon as one had been filled to its capacity of about four tons, GEORGE had to place another one under the chute. Five years later GEORGE, now nineteen years old, was made extra man at the breaker, doing a variety of jobs throughout the day. At times he would drive a mule on top of a mountainous culm bank where the refuse from the breaker was disposed of; at others he would run cars on and off the scales while their contents was being determined by the weighmaster. The coal from this breaker was all sent to Carbondale for use on steam locomotives of the Delaware and Hudson.

Meanwhile GEORGE had made a number of applications for a position on the Gravity Railroad, although in each instance he was refused because of his small size. This only served to intensify his desire to become a railroader, an ambition which had been growing on him ever since the steam railroad had been built through Archbald when he was five years old. Finally Frank Peters, a Gravity section foreman, agreed to give him a trial, and put him to work tending the head of No. 25 plane at Archbald at \$1.55 per day.

Work at the head of a Gravity plane was by no means easy and a man worked from 6 a. m. until the last loaded car had passed. If, however, he had to work until 8 p. m. he received an extra quarter, although should he quit as late as 7:59 he received straight time, and the work was usually arranged so that a man did not receive any overtime.

Oftentimes a cable or link would break and a string of cars would start back down the plane, gaining terrific speed in a short distance. To prevent any serious damage at the foot of the plane, traps were built in the track at intervals. These traps consisted of spring switches which were closed by the wheels of an ascending car but immediately

opened again behind it, so that any cars descending the plane would be derailed.

After six years at the head of a plane, MR. LORENZ became a "runner," operating trains of Gravity cars between Archbald and Carbondale. In the morning he would leave the foot of "D" plane with anywhere from 5 to 85 cars. At the foot of each succeeding plane he divided his train into sections of five cars each for hoisting to the top, and he rode up on the last group. The entire train had to be coupled up again for the down-grade run to the foot of the next slope. Thus he worked his way to Carbondale and back three times to complete a day's work, for which he received \$1.90.

MR. LORENZ continued on the Gravity until it was abandoned in 1899 when he was transferred to the foot of the trainmen's roster on the Pennsylvania Division. For a number of years he was a member of Conductor Wallace Dimock's crew which transferred freshly mined coal from Powderly and No. 1 collieries to the Racket Brook Breaker, where it was prepared for marketing.

For five years, between 1909 and 1914, MR. LORENZ was on a Hudson-Oneonta fast freight run, going north one day and back the next. At that time it took an average of 16 hours to take a train of from 45 to 50 cars from Hudson to Oneonta with what would correspond to the present 700-class engines; today twice as many cars cover the same route behind a 1200-class locomotive in less than 6 hours. MR. LORENZ completed his 56 years in Delaware and Hudson employ as a yard conductor at Carbondale.

Veterans are often asked which they preferred, work on the Gravity or the steam road. MR. LORENZ is unqualifiedly for the steam road since a man who went out on a steam-hauled train knew beforehand just what type of work he would do that day; on the gravity a man might work on a train or plane one day and be set to work tamping ties the next.

MR. LORENZ is a charter member of The Delaware and Hudson Veterans' Association and has served as a vice-president since its organization. For fourteen years he has been president of the Pennsylvania and Delaware and Hudson Gravity Association, which is composed entirely of men who worked on Gravity Railroads and which holds an outing each year at Scranton. He is also a member of the Independent Order of Odd Fellows and the Lutheran Church of Archbald.

MR. LORENZ, who lives at 108 Monroe Street, Archbald, has four children: Mrs. Henry Marcom, Mrs. Arthur Miller, and Miss Ethel Lorenz, of Archbald, and Elmer Lorenz of New York City.

The newspaper account of the 1904 Reunion:

September 6, 1904



“GRAVITY RAILROADERS’ FIRST ANNUAL REUNION/ Novel Organization of Men Who Made the Delaware and Hudson and Pennsylvania Systems—Reminiscences [sic] by Homer Green and Others. / One of the most unique reunions seen in many years was held at Nay Aug park yesterday, when two hundred and twenty-eight former employes of the old Pennsylvania and Delaware and Hudson gravity railroads met for the first time since the roads abandoned nature’s method of transportation and talked over the times when ‘me and Mickey ran heavies on number two.’ / It was an ideal reunion, Superintendent and trackman met and called each other by their first names. Men now in the highest walk of life were chums again with others in some of the humbler social positions; yet they had been ‘chums together’ some time and the same ties held. They were men who had made the great coal carrying roads and revelled in the memory of those days when corporations had souls, as Homer Greene said. Perhaps a dozen men had seen fifty years of service with the same company. Many of them are still in the company’s employ. Some had lost positions for which they had spent the best efforts of their younger days; lost them because the now mighty corporation forgot past service, but they forgave their alma mater. Master Mechanic Pierce Butler told it all in the words: ‘When the old Delaware and Hudson gravity suspended, I felt, boys, as though I had lost my mother.’ / Among the veterans gathered were some who had not met for forty years. One old employe, William Knight, editor of the Republican of Howells, Indiana, hadn’t met one of the boys in thirty-eight years. J. F. Schmidt of Waverly, Kansas, hadn’t seen a boy since 1874. Others, living around this valley, had not seen each other for equally long periods, as there was no occasion on which they could meet. It was the most genuine reunion Nay Aug park ever saw. / The reunion was suggested several weeks ago and a committee composed of the following chosen to make arrangements. The committee was: A. C. Snyder, D. J. Smith, John Watrous and Albert Shaffer. Permanent officers for the next reunion were later chosen as follows: D. J. Smith, president; A. C. Shaffer, vice-president; O. F. Correll, secretary and treasurer. Committee on constitution, Charles P. Savage, George Lorenz, P. J. Walsh and A. C. Snyder. Committee on arrangements, Albert Shaffer, W. D. Bigart, G. W. Allen and E. A. Wonnacott. / The entire morning was occupied in renewing acquaintances. Chairman Snyder called the gathering to order in the afternoon and introduced Homer Green, of Honesdale as the first speaker. Mr. Green was the first operator of the telegraph line from Pittston to Hawley on the old Pennsylvania gravity. He was stationed at number two. Later he went on the engineering corps as rodman, and left the company to go to college with Mr. George B. Smith, another Pennsylvania man. Upon his return, he engaged in the practice of law as the Pennsylvania’s attorney. His stories of the early days were humorous and entertaining in the extreme. The speaker spent some time in distinguishing between the corporation of the early days and the company of today. Then, he said, every trackman had an audience when he wished it with the president of the road. This official knew every man on the road by his first name, and wasn’t insulted if every man addressed him by his first name. Every man worked. They had superintendents simply to direct the work; not to watch idlers. The Pennsylvania company paid a dividend of profits to its employes. This profit

was the smallest in the business panic of '57, being but five per cent, and often went as high as sixteen per cent. / Mr. Green concluded his address with a story of his falling into old No. 4 pond, which is the present site of Rocky Glen, and being saved through the ice by Sol. Cron, the well known Dunmore surveyor. This story greatly amused the boys. / Pierce Butler, for years master mechanic on the Pennsylvania and Delaware and Hudson roads, told the Delaware and Hudson side of the story with equal interest. Mr. Butler went with the Pennsylvania company fifty-four years ago, in the capacity of machinist's apprentice at the Hawley shops. He drafted the first coal pockets on the canal at Hawley, and worked up to the office of master mechanic, succeeding James Dickson, grandfather of Mr. James Dickson, of this city [Scranton]. Mr. Butler is still in the employ of the Delaware and Hudson company at Carbondale. / In the course of his remarks, Mr. Butler called attention to a peculiar incident in the history of the Delaware and Hudson company. The road was incorporated in 1824, but the gravity was not put in operation until five years later. In the year 1829, the following men who later made the great company, were born: Olyphant, Dickson, Manville, Weston, Wilbur, Crittenden, Young and Albright. / Thomas English of Pittston, was called to the platform and avoided a long address about the runners on the road by saying that he had nothing good to say for those alive, and too much respect for the dead to say anything derogatory, so he would conclude with that. / Calls for the popular Halsey Lathrope brought that genial speaker to the platform and called for forth his characteristic humor. Halsey said that he was in the same shop with Mr. Butler, that is, associated with him, for he never worked when it wasn't absolutely necessary. Mr. Lathrope was an engineer on the old Delaware gravity for years. When the road went out of business in '99, 'he was obliged to tell the company he wouldn't need its services any longer,' and left them. One the last day, a friend addressed him thus: 'Well Halsey, what are you going to do now?' 'Going home and read the thirty-seventh psalm,' replied Halsey. The thirty-seventh psalm reads as follows: / 'Fret, not thyself because of evil doers, neither be thou envious against the workers of iniquity. / 'For they shall soon be cut down like the grass, and wither as the green herb. / 'Trust in the Lord and do good; so shalt thou dwell in the land, and verily thou shalt be fed.' / After the speeches, every man present who had worked on the gravity roads of either company, registered. They will form a permanent organization and meet yearly. / Just a little history of the roads and the men who worked them will no doubt be of interest. The Delaware and Hudson gravity began operations between Honesdale and Carbondale in 1829. About the same time its line was extended down to Archbald and later to points this side. It was called the old Hemlock road, Hugh Powderly of Carbondale, brother of T. V. Powderly, was present yesterday, and told of running the first passenger train from Carbondale to Archbald, in the space annihilating time of twenty-three minutes. The distance is about six miles. Superintendent C. P. Wurts built the car. / This run decided that the road was feasible for passenger as well as freight service. That was fifty years ago. Regular passenger trains were then established. Judson Callender of Peckville

ran on the train with Mr. Powderly. LeGrand Wright of Scranton ran the first passenger train from Carbondale to Honesdale on the other division. The road was abandoned in December, 1899. Sections of it were later used for steam. / The old Pennsylvania road was operated from Pittston to Hawley. Part of the roadbed is now used by the Erie and a section of the Laurel line from Nay Aug park to Ash street. This was the more extensive system of the two. Its planes may still be seen across the mountains at Moosic lake, through Kizer to Hawley. The first line of telegraph along this road was built by William Moore, who was at the park yesterday. Old John Lee, who worked on the first section of the road, was also there. Samuel Elston, who hooked the first trip of cars of number eleven, told that story with interest. Dudley K. Watrous, who ran the first passenger train on the road, was there. Others recalled that thirty-eight years ago on July 3, forty-five cars were wrecked by falling through McCoy's trestle on plane number eleven, killing George Shaffer and wounding John Hafer and Sam Hetzel. The drop was twenty-eight feet. Cornelius Shaffer was there yesterday. Shaffer went down the hundred feet fill at the tannery at Greenville, now Nay Aug, with a train of cars after him. He lost his thumb and one hasn't grown in yet. / The Pennsylvania road was abandoned in '85. Much of this stupendous accomplishment is now unused. This road offered a tide water for all of the coal mined outside of the Delaware and Hudson district and for Wilkes-Barre and vicinity. / Following are the men who served the respective roads fifty years or over: E. E. Greiner, Pennsylvania, 57; Henry Stewart, Dunmore, 53; Hugh W. Powderly, Carbondale, 54; John Rockwell, Honesdale, 52; Phillip Ryan, Honesdale, 52; John Foster, Carbondale, 50; John Gubbin, Moosic, 54; William Maxwell, Dunmore, 50; J. L. Brown, Scranton, 52; George W. Turner, Pittston, 50; J. P. Rosencrance, Pittston, 50. / Next year reunion plans will be made on an even more extensive plan. From the start the organization promises to be a great success. /

PENNSYLVANIA [COAL COMPANY GRAVITY RAILROAD] EMPLOYES. / D. K. Watrous, car runner, Hollisterville; D. J. Smith, foreman, Dunmore; Alex. Correll, car runner, Hawley; A. S. Newton, car runner, Peckville; S. L. N. Snyder, car runner, Jermyn; C. W. Hubbard, car runner, Kizer; Hiland Nickerson, car runner, Dunmore; J. P. Rosenkranz, foreman, Pittston; George Turner, car runner, Dunmore; J. L. Brown, car runner, Dunmore; William. J. Hand, engineer, Dunmore; Albert Croop, car runner, Gravity; William Maxwell, foreman, Dunmore; A. J. Widner, carpenter, Dunmore; David Bishop, car runner, Dunmore; Andrew Decker, car runner, Avoca; A. C. Snyder, car runner, Dunmore, A. E. Hedgelin, car runner, Drinker; V. B. Stone, car runner, Scranton; George Moore, fireman, Dunmore; Richard Berry, car runner, Dunmore; W. B. Swingle, engineer, Ariel; C. H. Masters, car runner, Gravity, J. E. Master, car runner, Scranton; Robert Dampman, car runner, Pittston; Simon Works, car runner, West Pittston, John Mitchell, car runner, Scranton, P. L. Mann, machinist, Chinchilla; John Clifford, car runner, Dunmore; L. A. Barlight, foreman, Gravity; Emery Swingle, car runner, Kizer; B. E. Mitchell, car runner, Drinker; Eber Braning, car runner, Dunmore; Charles Hines, trackman, Scranton; M. R. Rhodes, trackman, Dalton; Samuel Elston, engineer, Pink; Albert

Shaffer, car runner, Gravity; G. W. B. Allen, clerk, Dunmore; F. M. Shaffer, car runner, Gravity; Nesbit Shaffer, car runner, Gravity; Q. Curtis, car runner, Pink; George Schultz, moulder, Scranton; William Harper, engineer, Scranton; James A. Bogart, engineer, Ariel; George H. Jackson, blacksmith, Wimmers; A. B. Kirby, car runner, Ariel; Thomas Rendler, engineer, Pittston; John Henry, car runner, Tinker; William Elston, fireman, Pink; P. J. Welsh, laborer, track runner and fireman, Dunmore; J. B. Mott, car runner, Hawley; Freeling Brundage, car runner, Pink; Charles Matthewson, car runner, Pittston; W. H. Schaffer, car runner, Gravity; R. M. Houser, car runner, Wimmers; David Brundage, carpenter, Pink; James H. Halleck, car runner, Dunmore; S. A. Vandervort, footman, Carbondale; Jessup Kizer, car runner, Maplewood; Lafayette Decker, engineer, Moosic; Morgan Correll, car runner, Dunmore; Erastus Hedglon, fireman, Ariel; Alson B. Vandervort, car runner, Ariel; Michael Gannon, car runner, Dunmore; Aaron King, trackman, Scranton; George Haperman, headman, Pittston; J. F. Emery, trackman, Wimmers; A. W. Shaffeer, runner, Dunmore; A. M. Vicker, telegrapher, Hawley; David Smith, car runner, Dunmore; James Bank, engineer, Pittston; Cornelius Shaffer, car runner, Pittston; John Murphy, fireman, Dunmore; Calvin C. Vail, car runner, Dunmore; D. C. Reed, car runner, Avoca; Andrew Mann, car runner, Carbondale; John Lee, track foreman, Clifford; David L. Mann, engineer, Hamlington; George Crabb, car runner, Hawley; George F. Ammerman, car runner, Moosic; John Gribbin, rope rigger, Dunmore; Jacob Gromlich, car runner and foreman, Dunmore; John Watrous, car runner, Dunmore; James J. Duffy, car runner, Dunmore; W. M. Sampson, car runner, Ariel; A. R. Swingle, car runner, Ariel; George B. Newton, car runner, Peckville; C. D. Rosencrantz, car runner, Pittston; A. B. Correll, car runner, Carbondale; Benjamin Bennet, car runner, Scranton; B. P. Davis, engineer, Dunmore; L. V. Davis, engineer, Dunmore; Richard Harvey, engineer, Dunmore; James Doud, car runner, Dunmore; George A. Everitts, car runner, Ariel; George Washington Spangenburg, car runner, Dunmore; Richard Weber, footman, Dunmore; Henry Haines, car runner, Dunmore; Phillip Spangenburg, car runner, South Canaan; William Brady, car runner, Dunmore; S. W. Swingle, car runner, South Canaan; W. B. Moore, lineman, Wimmers; Solomon Jones, car runner, Ariel; M. J. O'Horo, car runner, Dunmore; P. S. Silsbee, car runner, Scranton; Harvey Swingle, car runner, Scranton; Louis Engle, car runner, Dunmore; A. D. Sheldon, car runner, Scranton; W. S. Simpson, master carpenter, Pittston; C. W. Rosenkrance, car runner, Pittston; Thomas Smiles, car runner, Pittston; J. Berry, blacksmith, West Pittston; A. J. Van Gorder, car runner, Scranton; James Jackson, foreman, Dunmore; M. E. Sammon, car runner, Scranton; A. P. House, car runner, Hawley; H. Burmeister, track foreman, Elmhurst; Allen Trester, foreman, Ariel; Elmer Enslin, trackman, Varden; H. D. Spangenburg, car runner, Wimmers; C. D. Lown, car runner, Dunmore; Charles B. Elston, conductor, Dunmore; James Cobb, car runner, Simon, Pa.; Samuel Booreen, car runner, Scranton; George Johnson, engineer, Scranton; Sidney Olivers, engineer, Scranton; Alex Craig, mechanic, Pittston; Henry Perry, car runner, Wimmers; Alson Hammond, foreman, Kizer; J. J. O'Hara, headman, Scranton; W. D. Bigart, conductor, Dunmore; W. Foley, track hand, Mt. Cobb; R. W. Cox, repair shop, Scranton; Porter Swingle, fireman, Hawley; E. W. Bishop, runner, Towanda; Henry Stuart, teamster, Dunmore; G. A. Megargel, carpenter, Peckville; Michael O'Boyle, foreman, Dunmore; Russel Swingle, car runner, South Canaan; Henry Vaughn, car

runner, Dunmore; Alex Bryden, engineer corps, Dunmore; John Carney, engineer, Dunmore; John Rise, engineer, Dunmore; C. E. Mitchell, runner, Wilkes-Barre; L. J. Farrell, repair shop, Scranton; J. W. Stuart, shop, Dunmore; John Miller, car runner, Dunmore; Pierce Butler, draughtsman, Hawley; James Black, car runner, Maplewood; E. H. Trestar, car runner, Dunmore; James McCarty, headman, Dunmore; W. J. McCarty, footman, Dunmore; Amos Walher, footman, Dunmore; J. F. Schmid, footman, Waverly, Kan.; James F. Taylor, runner, Scranton; Peter Seigle, runner, Dunmore; Adam Steltz, car runner, Hawley; Ziba Mott, car runner, Moscow; Charles Cottle, laborer, Dunmore; O. P. Biglin, runner, Dunmore; Marvin Tuthill, coal department, Dunmore; Clarence B. Watrous, messenger, Dunmore; Joseph Watrous, messenger, Dunmore; Philander Moon, dispatcher, Hollisterville; W. E. Correll, runner, Hollisterville; T. H. Smith, engineer, Dunmore; Byron Brady, Dunmore; William B. Gritman, clerk, Carbondale; W. P. Cronlin, headman, Dunmore; J. M. Foot, runner, Scranton; Mark Simpson, foremen, Dunmore; William Speece, headman, Scranton; P. J. Reilly, headman, Dunmore; E. J. Secor, car runner, Dunmore; M. E. Dolphin, gate tender, Dunmore; J. H. Clark, laborer, Dunmore; Patrick Doudincan, car runner, Dunmore; George Warman, mason, Scranton; A. L. Bryden, rodman, Scranton; Thomas Butler, repair man, Dunmore; James J. Healey, dispatcher, Dunmore; Charles Corliss, carpenter, Scranton; E. E. Greiner, runner, Peckville; J. H. Butler, engineer, Dunmore; F. H. Schivers, runner, Peckville; W. B. Kirby, car runner, Scranton; H. W. Dalrymple, store house, Dunmore; M. A. Taylor, foreman, Dunmore; Charles H. Shales, car runner, Lackawanna; James Weber, engineer, Avoca; Ulysses Weber, footman, Avoca; Colonel Finch, car maker, Dunmore; Fred Farber, moulder, Scranton; S. E. Coon, car runner, Binghamton; E. J. Duffy, car runner, Dunmore; J. B. masters, car runner, Scranton, S. B. Woodward, car runner, Avoca; Dennis Roach, headman, Scranton; James Clifford, car runner, Scranton; M. J. Laughney, car runner, Dunmore; John Hall, engineer, Pittston; Orlander Brown, car runner, Scranton; Clarence Shaffer, car runner, Gravity; Martin J. Laughney, headman, Hawley; S. B. Buckley, paymaster, Dunmore; Charles B. Boster, headman, headman, Dunmore; William Oetzel, car builder, Carbondale. /

D. & H. [GRAVITY RAILROAD] EMPLOYES. / Daniel Wonnacott, car runner, Waymart; E. A. Wonnacott, car runner, Carbondale; Frank Pickering, yard master, Peckville; Windsor Foster, engineer, Peckville; A. U. Throope, engineer, Peckville; John Foster, engineer, Carbondale; George Lorenz, car runner, Archbald; Kaney Hubbard, car runner, Kizer; J. F. C. Shaffer, engineer, Carbondale; George Thomas, engineer, Peckville; R. A. Williams, footman, Scranton; S. J. Calander, conductor; Peckville; Wesley Stanton, bridgework, Middletown, N. Y.; S. R. Robbin, car runner, Wilkes-Barre; Justice Carry, car runner, Carbondale; John Curran, Scranton; R. H. Keating, foreman, Carbondale; S. A. Diltz, foreman, Carbondale; J. C. Davies, engineer, Carbondale; Frank Ball, car runner, Carbondale; Henry Herbert, car runner, Carbondale; Wilmoth Vail, car runner, Archbald; J. P. Fuller, car runner, Scranton; O. F. Treverton, car runner, Carbondale; Frank A. Farrel, car runner, Carbondale. P. J. Foster, engineer, Carbondale;

A. B. Correll, car runner, Carbondale; C. D. Hetzel, car runner, Waymart; William Seely, car runner, South Canaan; Elijah Wagner, car runner, Peckville; J. W. Bayley, car runner, Scranton; C. H. Vail, car runner, Matamorris; Alex Copeland, car runner, Carbondale; Charles Plath, foreman, Carbondale; Richard Udy, car runner, Carbondale; G. W. Chubb, headman, Huffsmanville, Md.; George W. Simrell, foreman, Carbondale; J. W. Brydem, headman, Carbondale; John J. Berry, fireman, Carbondale; Pierce Butler, master mechanic, Dunmore; George H. Foster, engineer, Carbondale; F. J. Fitzsimmons, brakeman, Scranton; C. B. Cleary, car runner, Carbondale; Thomas Pengilly, car runner, Carbondale; G. H. McMinn, headman, Carbondale; S. N. Bayley, engineer, Carbondale; A. S. Hammond, headman, Olyphant; J. B. Alvord, headman, Cadillac, Mich.; John W. Sisco, runner, Dunmore; Philip Ryan, foreman, Honesdale; John Rockwell, runner, Honesdale; H. W. Powderly, rope rigger, Carbondale; Joseph Cobb, runner, Dunmore; William Williams, fireman, Carbondale; Wood Miller, headman, Carbondale; J. W. Sampson, engineer, Scranton; Le Grand Wright, engineer, Scranton; William Young, engineer, Dunmore; George H. Dimmock, car runner, Carbondale; Joel Putman, headman, Waymart; D. W. Alwood, car runner, Waymart; Eli Birs, machinist, Carbondale; Halsey Lathrope, engineer, Scranton; Nathaniel Halstead, carpenter, Scranton, I. W. Osburn, carpenter, Carbondale; Charles Shaffer, carpenter, Waymart; J. M. Kistler, clerk, Scranton. (Newspaper clipping, dated September 6, 1904, from Gritman scrapbook; article on first reunion accompanied by large photo of the reunion group at Nay Aug; headline on photograph: "FORMER GRAVITY RAILWAY EMPLOYEES IN ANNUAL REUNION AT NAY AUG PARK")

August 28, 1875: "Daniel Winacott, sleeping beside the track near Headley's, between Honesdale and Waymart; had his foot run over." (From JVB Google Books, 1875 PA Auditor General Report, p. 232) (Daniel Wonnacott was one of the D&H Gravity Railroad attendees at this reunion. His name is the one in the paragraph above.)

Newspaper clipping, dated September 6, 1904, in the Gritman scrapbook in the archives of the Carbondale Historical Society: **"REUNION OF OLD GRAVITY EMPLOYEES / Held at Nay Aug Park Saturday—Next Year's Gathering Will be Held in Carbondale.** / Pierce Butler, P. J. Foster, Hugh Powderly, John Foster, E. A. Dilts, E. A. Wonnacott, J. F. C. Schaffer, Justus Carey, R. H. Keating, J. C. Davies, Frank Ball, Henry Herbert, O. F. Treverton, Frank Farrell, A. B. Correll, Alex. Copeland, Charles Plath, Richard Udy, G. W. Simrell, J. W. Bryden, J. J. Berry,

G. H. Foster, C. R. Cleary, Thomas Pengelly, G. H. McMinn, S. N. Bayley, William Williams, Wood Miller, G. H. Dimock, Eli Birs, and I. W. Osburn of this city [Carbondale] were among those who attended the reunion of the employees of the former gravity railroads of the Delaware & Hudson Canal company and Pennsylvania Coal company at Nay Aug Park, Scranton, on Saturday. / It was the first event of the kind and was a remarkable success in every respect. The enthusiasm was unbounded and it was decided to have a reunion annually hereafter. The second affair will probably be held in this city or at Farview; the D. & H. men acting as hosts for the Pennsylvania company's veterans."

9922

1905 D&H Gravity and Pennsylvania Gravity Reunion

September 1905

"[SECOND ANNUAL] REUNION OF OLD GRAVITY EMPLOYEES / Rain Could Not Dampen the Enthusiasm of the Day—Addresses Made Were Very Enjoyable—Letter from Geo. B. Smith—Extracts from Some of the Speeches. [Scranton, PA, September 1905; photo of David J. Smith at head of article with this caption: "DAVID J. SMITH. / Re-elected President of the Association of the Gravity Men."] / Threatening weather yesterday prevented a larger attendance at Nay Aug park, where the former employees of the old Pennsylvania and Delaware and Hudson gravity road held their second annual reunion in the morning and afternoon, despite the black clouds, which at intervals, broke forth in drizzling rain. / The ardor of the day, however, could not be dampened. The ties of love were just as strong, the stories of the old times when no such thing as clashes between capital and labor existed, were just as enthusiastic as if there had never been any black clouds. Two hundred and twenty-six of the employees had registered, but there was a much larger number present, as many had no chance to register. Wives and children of the old employees were present in large numbers, and a very happy and enjoyable day was spent by all. / Meetings between many of the men who are now old and gray were alike pathetic and enjoyable as they recalled the old times, the incidents and friendships that then existed, but that now had dwindled into a much stronger feeling. The old men met, and shook hands with a feeling of wholesome reverence that was enjoyable to look upon. / During the morning was conducted the business of the association, which was made a permanent one last year, at the first reunion. Fearing that the dark clouds would momentarily burst into a storm, the business was conducted in the white dancing pavilion on the picnic grounds. President D. J. Smith, of the old Pennsylvania road, who was elected to fill the most important office again this year, called the meeting to order with an appropriate speech. / Rev. W. F. Gibbons, of the Dunmore Presbyterian church, made the invocation. The secretary read the minutes of the last meeting, and, after their approval, election of officers for the ensuing year took place. / Results of the election were as follows: President, David J. Smith, of Dunmore, formerly a foreman

on the Pennsylvania gravity; vice-president for the Delaware and Hudson gravity, Eugene Biggart, of Carbondale; vice-president for the Pennsylvania gravity, A. C. Snyder, of Dunmore; secretary for the Delaware and Hudson, George Lorenze, of Archbald; secretary for the Pennsylvania men, Owen F. Correll, of Dunmore. / FARVIEW NEXT. / By almost a unanimous consent it was decided that the employees should hold their next annual reunion in Farview as the guests of the Delaware and Hudson company, as the opinion of the majority of the men was for alternating the places of the reunion between Nay Aug and Farview. There was some discussion about holding the coming reunion at Carbondale, but it was not brought to a vote, and by a final decision Farview was chosen. / This particular place was chosen because of the prominent part it played in the welfare of the old gravity road. Many young people at that time had enjoyed rides over the devious paths of the old road and sought the refreshing qualities of the cool air of the mountains over which the old readbed wound its devious path. These people are now old and bent with the burden of years. They came to Nay Aug park yesterday to enjoy the relating of stories which were familiar to them during their youth. They enjoyed themselves in a way which only old people can who are free from all worldly cares, and without a single exception they all expressed their desire to be at the next reunion, however, many obstacles they may have to overcome in doing so. / When the business meeting was concluded, committees were appointed to arrange for the transportation and other preparations incidental to the next reunion. Speakers will be secured for the occasion by the arrangement committee. The members of the transportation committee are: P. J. Foster, of Carbondale, and George Berry, of Dunmore. The committee on arrangements is composed of the following: William Biggart, Dunmore; Pierce Butler, Carbondale; G. W. B. Allen, Dunmore; Abner Amy, Carbondale, and Fred Hawkey, of Honesdale. / After the committees were appointed the old employees enjoyed a hearty dinner, which disappeared rapidly before increasing appetites and reminiscences of the times when the gravity road was in a flourishing condition. / Since last year's meeting of the association it was reported three of the prominent workers had passed to the great beyond. The news of the deaths of George Siegel, of Carbondale; Geo. Houser and DeWitt Weed was received solemnly, and with surprise, by many of their former co-workers. Suitable resolutions will soon be drawn up and passed. / Pleasure was stamped on every face at the park when it was announced that President David Smith had traveled from Connecticut to this city for the express purpose of conducting the meeting and being with the boys once more. / THE SPEECH MAKING. / Promptly at 1 o'clock the speech making began, and there was a continual recalling of the happy times, of the times when these old men were young, when they had ambitions. Reminiscences, pleasing, humorous and complimentary were related by the speakers, all of whom were greeted with thunderous applause. Comments on the different passages and incidents recalled during the speeches were so many that it was with much effort the speakers could make themselves heard. Halsey Lathrope, who is one of the most popular members of the association, and who takes pride in his voice, had no trouble in making himself understood. / Mr. S. B. Buckley

appeared first on the platform and read a letter of regret from the superintendent of the road where all these men who yesterday assembled at the park were employed. In his letter, Mr. Smith regretted that unavoidable circumstances made his absence not only necessary, but that it was absolutely impossible for him to arrive in Scranton in time to attend. Mr. Buckley read as follows: / 'To the former employes of the old Gravity Railroad: Gentlemen: On account of my absence from home, I shall not be able to meet with you on the very interesting occasion of your reunion on Saturday, but I want to assure you that it would afford me great pleasure to meet you face to face, and shake you by the hand. I certainly have a very warm spot in my heart for every one of you. While times have passed away, and many changes have taken place, yet it is most pleasing to look back on the names of and recall to mind the successful work performed by most true and faithful employes. I wish you good health, and a most enjoyable reunion. / Yours very truly, Geo. B. Smith. / MR. MERRIFIELD TALKS. / Edward Merrifield, who for seventy-three years has been a resident of this city [Scranton], gave an admirable address, in which he gave a historical account of the upper Lackawanna county, of the commencement of the old D. & H. canal and of the starting of the Pennsylvania gravity. / He paid glowing tribute to James Archbald, Thomas Dixon and George B. Smith, all of whom were instrumental and highly interested in the success of the abandoned road. / His preaching against the working of the trusts and against trusts, in general, was received with applause by his audience. Peace and good will towards man is, after all, the main aim of all life. / SOME STATISTICS. / The gist of his historical sketch and the facts contained therein were as follows: / Exploration of the upper Lackawanna county commenced by William Wurtz [sic], in 1814. / Erection of the first log cabin in Carbondale in 1818. / An act providing for the regulation of navigation of the Lackawaxen river secured from the Pennsylvania legislature by Maurice and John [should be William] Wurtz in 1823. / Delaware and Hudson Canal company organized by act of legislature of state of New York, April 23, 1823. / Act of New York legislature and another of the Pennsylvania legislature in 1825, combining both of the companies. / Coal first taken to the head of the canal on new turnpike. Cost \$2.75. / James Archbald, engineer and superintendent, 1825. / Old gravity road commenced in 1827. Completed in 1829. / Washington Coal company chartered in 1838. / Same year charter granted for the Pennsylvania Coal company. / Building of new road of the Pennsylvania company commenced in 1847 and completed in 1850. / Many of the people who composed that interested audience had seen the snows of over seventy winters. Some of the employes who registered their names had seen service for more than fifty years. There was one whose valuable service for the Pennsylvania company had extended through a period of sixty-one years, and he appeared yesterday hale and hearty and in good spirits. / The oldest man on the grounds was John Stewart, who was for forty years the barn boss for John B. Smith of the Pennsylvania Coal company. He was eighty-six years some time ago. / John Lee, of 431 Wheeler avenue, this city, was not among the youngest there. He was eighty-two years old some time last month. His work on the old road was during its early life, and he helped to start the first car. He entered the employment of the company in 1849. / John B. Rockwell, of Honesdale, began work

when he was a mere boy. He was only fifteen when he began as a greaser on the old planes, and after some years of service, he worked his way up to a conductor on a local which ran over the Moosic Mountains between Carbondale and Honesdale. When the old road was modernized, from one of horse shoe curves and planes to the steam road of today, he left the service after having been employed over fifty-two years. / Another of these, who saw fifty years of continual employ in the old road, is John Farrell, of Pike street, Carbondale. He left when the old road was abandoned, and is yet living in Carbondale, hale and hearty, notwithstanding his close proximity to the three score and ten limit. / There are numerous others who have served the company for that length of time, and whose presence at the reunion yesterday made the affair so immensely successful. / All the employes had registered in the book provided for that purpose by the secretary. Those present were: /

THOSE PRESENT. / F. E. Schrader, mason; R. W. Howard, foreman; R. Wonnacott, wheelman; Wm. Sanders, brakeman; Wm. D. Moore, lineman; Windsor Foster, engineer; A. U. Thorpe, runner; W. J. Bonner, runner; Henry Heckman, fireman; Frank Pickering, headman; Henry Siebold, engineer; E. L. Walter, carpenter; A. S. Newton, car runner; Harry Swingle, car runner; Charles Geary, runner; William Callaway, headman; G. W. Berry, foreman; W. D. Hollenback, runner; Simon Row, runner; Henry Morgan, foreman; Frank Stanton, runner; Albert Hendrick, rope rigger; D. O. Brown, runner; Charles Croop, runner; A. C. Hendrick, runner; Byron Davis, engineer; H. Rounder, section boss; W. C. Ellston, fireman; Y. B. Masters, runner; G. W. Thomas, engineer; E. J. Quinlan, runner, J. H. Butler, engineer; C. W. Miller, wheelman; Boyd Case, conductor; George Dimmock, runner; C. D. Hetzel, runner; J. M. Lyons, foreman; Henry Herbert, runner; Albert Shaffer, runner; R. W. Keating, headman; D. B. Robbins, runner; James Block, runner; W. D. Woodward, runner; A. L. Callender, runner, S. A. Dilts, foreman; Sam Thorpe, runner; David Wannacott, foreman; Robert Campbell, runner; George McMyson, foreman; E. A. Wonnacott, conductor; Charles Matthewson, runner; R. W. McStraw, runner; J. R. Finch, runner; Fred Johnson, headman; John Beers, headman; James McCarthy, headman; C. A. Masters, runner; John H. Giffin, rope rigger; Henry Krantz, runner; Charles Bailey, runner; Samuel Elston, engineer; A. C. Snyder, runner; J. A. Bigart, engineer; W. H. Bigart, engineer; Levi Stage, fireman; James Lindsay, blacksmith; A. J. Weidner, carpenter; P. J. Walsh, runner; Walter Wills, engineer; William Maxwell, carpenter; S. T. Chubb, engineer; Alven Reynolds, runner; Emory Swingle, runner; S. W. Swingle, runner; Ziba Mott, runner; Randall W. Stevens, engineer; Albert Jenkins, superintendent of farm; Ernest Stevens, runner; P. J. Foster, engineer; Chris Shultz, runner; Hiland Minerson, runner; W. D. Bigart, conductor; Thomas Rendle, engineer; A. J. Vangorder, runner; Adam Stiltz, runner; George Perkins, foreman; Andrew Mann, runner; Philander Moon, train dispatcher; Judson Callender, conductor; L. A. Barhight, fireman; O. E. Hiestad, footman; Wm. Youngs, engineer; John Snook, conductor; E. M. Peck, runner; Wheeler Wagner, fireman; Henry Kennedy, runner; George Heckman, runner; J. J. Lowry, footman; F. H. Chivers, runner; A. C. Snyder, runner; Fruling Brundage, runner; A. C. Hedgen, runner; John Lee, carpenter, J. B. Mott, runner; Porter Swingle, fireman; L. E. Thorpe, runner; J. C. Tuthill, in charge of planes; Gus Gressler, headman; William Harper, engineer, John J. Berry, runner; D. J. Smith, foreman; George Lorenze, runner; George Cory, runner; Richard Reynolds,

runner; L. M. Grippitty, footman; Oscar Meyers, section boss; J. Capiland, runner; Frank W. Peters, foreman; Emory C. Jones, fireman; H. W. Vaughn, runner; George F. Tuthill, runner; M. E. Sammon, runner; W. H. Shaffer, runner; C. A. Reed, headman; P. L. Mann, shopman; W. N. McFretz, laborer; James Stage, runner; H. O. Knapp, headman; John Storr, engineer; Harry Dimmock, watchman; G. H. Foster, engineer; F. A. Vandervort, runner; A. B. Vandervort, runner; Herny Stewart, foreman; W. Williams, lineman; C. D. Lown, runner; P. S. Silsbee, runner; A. D. Sheldon, runner; H. F. Juch, foreman; James H. Masters, runner; Charles Hir??, trackman; F. W. Shaffer, runner; J. W. Osborn, runner; C. L. Stanton, runner; W. H. Bidwell, engineer; W. J. McCarty, footman; E. J. Secor, runner; L. V. Davis, engineer; M. Gannon, runner; J. H. Thomas, headman; J. L. Pettigrew, headman; M. J. Bulger, engineer; M. T. Spangenburg, brakeman; W. R. Woodward, runner; E. M. Sturdevant, repairer; G. W. Collins, runner; J. S. Collins, conductor; Henry Pevy, runner; Robert Craig, runner; V. B. Tuthill, runner; Abner Amey, foreman; C. Shaffer, runner; M. Foley, track hand; Geo B. Smith, superintendent; Halsey Lathrope, engineer; Richard Webber, footman; Frank A. Page, foreman; Delbert Spangenburg, runner; Norman Belles, runner; Byron Brady, inspector; E. V. Fitzsimmons, runner; John Clifford, runner; J. M. Bayley, runner; H. T. Hudson, foreman; Le Grand Wright, engineer; Alvon Shafer, conductor; A. T. Emery, runner; A. B. Snook, runner; William Hand, engineer; Roger W. Cox, footman; Louis Engle, runner; Philip Spangenburg, runner; Frank Colwell, runner; John Mulligan, foreman; Silas Hayle, engineer; Michael O'Hora, runner; William Walker, machinist; Justus Cory, foreman; R. A. Williams, footman; Solomon Crow, footman; James C. Mateson, brakeman; Charles Ball, brakeman; Thomas Pingelly, runner; Pierce Butler, master mechanic; A. R. Dunlap, runner; Thomas C. Fitzsimmons, runner; James Webber, runner; Charles P. Savage, ticket agent and operator; F. B. Saunders, rope rigger; Wm. S. Simpson, boss carpenter; John Fitzsimmons, headman; John C. Ames, carpenter; James Banks, engineer; Mark Sampson, carpenter; Alex Craig, superintendent machinery; Eber Browning, runner; George Evarts, runner; E. E. Vicker, operator; J. W. Samson, engineer; Lester W. Samson, fireman; G. A. Megargel, millwright; Joseph H. Herbert, runner; W. S. Wonnacott, runner; H. D. Spangenburg, runner; W. C. Jordan, runner; James O. Master, runner; D. W. Alvord, runner; W. H. Weber, headman; H. W. Dalrymple, store house; Charles J. Norton, headman; H. J. Adams, carpenter. / [photo of H. C. Shafer with this caption] H. C. SHAFER. / Who Addressed the Gravity Men. / At 1 o'clock this afternoon President H. C. Shafer, of the Scranton Savings bank, delivered an address, as did also Hon. Edward Merrifield, both of whom are Gravity boys, who can appreciate the sentiments of the men who ran the engines. There were impromptu speeches also from three or four representatives from the Delaware and Husdon, and also from the Pennsylvania men."

1906 D&H Gravity and Pennsylvania Gravity Reunion

September 1, 1906

“REUNION OF GRAVITY MEN/ A Large Attendance of [sic] Third Annual Gathering at Farview Saturday. / At Farview on Saturday occurred the reunion of the former gravity railroad employes and it was greatly enjoyed. Shortly before 2 o’clock, former Master Mechanic Pierce Butler called the assembly to order. President of the reunion association, D. J. Smith, of Dunmore, who is eighty-five years of age and still hale and hearty was presented with a sprag to be used as a gavel and he then made a brief speech. The election of officers resulted as follows: President, A. C. Snyder, of Dunmore; vice presidents, Pierce Butler, of Carbondale, and G. W. B. Allen, of Dunmore; committee of arrangements, S. A. Dilts, P. J. Foster and E. A. Wonnacott, of Carbondale; W. D. Bigart and W. E. Correll, of Dunmore, and Albert Shafer, of Lake Ariel; secretary, O. F. Carroll. Nay Aug park was chosen as the place for the next gathering. / John F. Scragg, of Scranton, was the orator, and his effort was in the happiest vein. There was an address by Dr. Fitzsimmons, of Wilkes-Barre, and John McComb made a telling speech and read an original poem prepared for the event.” (*Carbondale Leader?*, Monday, September 3, 1906)

“Recalling Gravity Days. / There was a great gathering of D. & H. and Pennsylvania Gravity railway men at Farview on Saturday last, Sept. 1st, the four hundred or more men, women and children having assembled on the crest of the Moosic to celebrate the third annual social of the survivors of the pioneers who made mountain-climbing railroading a practical success. The weather conditions were ideal, and a spirit of fraternity pervaded all that was done. Old friends clasped hands and introduced members of their families; old experiences were revived, present conditions were dilated upon and future prospects were discussed, while lunch baskets were emptied. / Shortly before 2 o’clock, former Master Mechanic Pierce Butler called the assembly to order. President D. J. Smith of Dunmore [David J. Smith was a pioneer resident of Dunmore; for more than 20 years he was a superintendent for the Pennsylvania Coal company; father of Mrs. G. W. B. Allen, Dudley Street, Dunmore] was introduced, and a brief business session equipped the association for the coming year. The election of officers resulted as follows: President, A. C. Snyder, of Dunmore; vice presidents, Pierce Butler of Carbondale and G. W. B. Allen of Dunmore; committee of arrangements, S. A. Dilts, P. J. Foster and E. A. Wonnacott of Carbondale; W. D. Bigart and W. E. Correll of Dunmore and Albert Shafer of Lake Ariel; secretary, O. F. Carroll. Nay Aug park was chosen as the place for the next gathering and the time was fixed as the first Saturday in September, 1907. / Letters and telegrams were read from Superintendent H. E. Gilpin, J. J. Fitzsimmons, F. P. Powderly, Judge R. W. Archbald and James Archbald. / John F. Scragg was the orator and his effort was in the happiest vein. He made the old ‘boys’ feel as though they had been important factors in assisting to develop the anthracite industry, and he complimented them on their sterling integrity, loyalty and industry. Colonel John McComb made a telling speech and read an original poem [given below] prepared for the event. The poem captured the gravity men, who followed him with close attention and later testified their appreciation of his accurate knowledge of the gravity vernacular. Dr. T. C.

Fitzsimmons closed the literary programme with a delightfully breezy talk, which indicated that he has pleasant reminiscences of ancient railroading and a lively interest in the future of Farview. / It was in October, 1829, just two months after the trial trip of the Stourbridge Lion at Honesdale, that the first load of coal was brought over the mountain. At that time the cars were drawn on the levels by horses and up the planes by stationary engines. Numerous improvements followed, and in 1877, the first passenger trains were put on the road, Sam'l Penwarden and William Rosser having been the first conductors. The D. & H. gravity and canal were both abandoned on Jan. 1, 1899, and the numerous men in the employ of these two old systems of transportation were compelled to seek work elsewhere. Many of them owned their homes along the line of the railway or at Honesdale, most of whom remained. A great many had grown gray in the service of the road and were too old to seek avocations elsewhere. Tears like rivulets flowed down the cheeks of scores of these old railway veterans and their wives and children wept with them. To them it was a time of great sorrow, because to many it seemed like the approach of the wolf to their doors. The scenes in numerous homes were really pathetic, yet nearly all of these sorely distressed people soon found other callings to engage in, some of which proved to be more remunerative and their conditions have thereby been bettered. (*The Wayne Independent*, Wednesday, September 5, 1906)

THE OLD D. & H. GRAVITY. / Verses written to commemorate the doings of the men who gave loyal service to their employers when the old system of handling coal was popular and profitable. / (By John McComb.)

The blowing of the whistles at the breaking of the day
Was the harbinger of labor and the
certainty of pay;

There was music in the atmosphere when wheels began to hum.

And a rhythmic sort of cadence in the rolling of the drum.

As long as coal was coming and the engines were in trim, The boys would keep cars moving till
the shades of night were dim;

And then they'd fix up torches, if a break had caused delay,

And work far in the gloaming to assist the trains away.

From Twenty-eight to Number Nine 'twas up the hill they'd go, And then descend the Moosic to
the level far below;

By gravity to Honesdale, from old Waymart they would run,

And take all kinds of weather till another day was done.

Along the line from Foot of G the 'loads' would travel East Until they reached the old canal
where boating now has ceased;

But in the good old summer time, for more than sixty years,

The docks and boats were always manned by scrapping volunteers.

The 'lights' came back another track by steam and fans and grade, And there were men to
manage them who never seemed dismayed;

For they could handle slings and sprags or set a brake for fair,
And get a train from plane to plane while things were in repair.
Those good old times, when good old chimes were blown from engine steam,
Have passed away! but day by day they haunt us like a dream;

For since the year of ninety-eight, when the old road ceased to be,
The romance of a railroad man has less variety.
For the Shepherd's crook and Horseshoe curve, the spur and pinion wheels,
The old sheave-pit and the balance box, and the drum with its forty reels,
The cone and sling, the compound brake, and the twist that ground the rope,

Are all in the minds of the old time men who received a snub to their hope.
Now ponds and lakes with fancy names, and strangers come and go
To see the sights from Farview heights, and the fields of Wayne below;
The trains roll by with heavy cars in a modern sort of way,
While the gravity men may show their scars and celebrate the day.

9924

1907 D&H Gravity and Pennsylvania Gravity Reunion

Clipping in Gritman scrapbook, dated September 7, 1907, which is headed "Third Annual Reunion. . ." The Gravity Reunion that was held at Farview on September 1, 1906 and this September 7, 1907 reunion, somehow, are both called "the third."

The reunion in 1907 at Nay Aug and Luna Parks on September 7, 1907 was the fourth annual reunion.

"THIRD [should read "FOURTH"] **ANNUAL REUNION OF THE GRAVITY EMPLOYEES / Had An Enjoyable Day at Nay Aug and Luna Parks—Address of Col. F. J. Fitzsimmons. /** The third annual reunion of the Delaware and Hudson and the Pennsylvania Coal Company Gravity Employee's association is being held today at Nay Aug and Luna Parks, where the pioneers of railroading in this section of the country are renewing the associations of their earlier days and kindling anew the warmth of friendship which united them in those days. / The weather conditions were most favorable to the rarely enjoyable outing that marked the reunion, and those who sought a day of relaxation and companionship with their associates of so many years ago found what they sought in the fullest measure. For the greater part of the day they lived in the

past with all its hallowed memories, [photo of David Smith / First President of the Association, Who Died Since the Last Reunion] and they regretfully watched the time pass which would mark their leave taking. This reunion day is a bright one in the lives of the old gravity men, and there is not a single moment which is not made the most of by the members of the association. / **BIG ATTENDANCE.** / There are about four hundred members of the association, and there were few absent ones at the reunion today. The greater number were accompanied by their wives and the members of their families, so that in a sense it was a great big family reunion for so many of the gravity employes have for years strengthened the ties between their families. There was no end to the reminiscences that were exchanged and dwelt upon, and the most absorbing interest claimed the men who railroaded over the Moosics as they related eventful happenings of the days so dear to them. Death has left its mark since the reunion of last year and the memory of the departed ones was shown to be dear to those who survive This was particularly true of David Smith, of Dunmore, the first president of the association, who was beloved by all who knew him. This remembrance of the departed president found fitting expression in a resolution adopted at the business meeting that preceded the formal exercises of the day. / The changes that have taken place since the days of the little red cars that depended so much upon the clear-headed men who guided them proved a fertile topic of discussion. And there was all the more reason to discuss them since the exercises took place close to the path of the old Pennsylvania gravity road, which only a few feet from the park passed every few minutes the cars moved by the almost invisible magic force of electricity, surely a great contrast to the days when the pioneer trains made their way over the same hills. / The gravity men assembled in the forenoon in Nay Aug park, where the first reunion was held, and after a pleasant time passed in exchanging greetings they were given tickets for Luna Park. In connection with the reunion there was a basket picnic feature, inasmuch as most of the members and their families took their lunches with them. / **EXERCISES ON THE PAVILION.** / The exercises took place in the pavilion east of the amusement park, and were opened after the luncheon. / The business meeting, which was called to order by A. C. Snyder, preceded the speeches. At this meeting officers were elected for the coming year and committees were appointed to take care of the arrangements for the reunion of next year. / The speaker of the day was Col. F. J. Fitzsimmons, an old Delaware and Hudson gravity employe. / **LETTER FROM GEO. B. SMITH.** / Secretary Charles P. Savage read a letter of sincere regret from George B. Smith, who was general superintendent of the Pennsylvania Coal Company. The letter, which voiced the kindly feeling Mr. Smith has for the old employes of the Pennsylvania company, was follows: / 'Madison, Conn., Sept. 5, 1907 / To the former employes of the Pennsylvania Coal Co.'s Gravity Road/ Gentlemen—I am with you in the sad resolutions which no doubt will be passed at your reunion on Saturday in memory of your former worthy chairman, the late David J. Smith, and of others of your organization who have passed away since your reunion a year ago. It would be a great pleasure to me to join hands with you on the occasion of this reunion, but will not be able to be present. You certainly have my most hearty wishes for your good health and a very enjoyable reunion. I remain / Yours very truly, / **GEORGE B. SMITH.**" / **DR. FITZSIMMONS' LETTER.** / The following letter from Dr. T. C. Fitzsimmons,

who was expected to be one of the speakers, was read: / 'Philadelphia, Sept. 6, 1907. / A. C. Snyder, President of the Gravity Employes' Association. / Dear Sir—I keenly appreciate the invitation you sent me to be present and say a few words at your meeting on the 7th. My work, in this locality is of such an exacting nature that it would be very difficult for me to get away, even for a day. I greatly regret my inability to be with the members of the association at their annual gathering, because I know of nothing that affords me so much heartfelt pleasure as meeting my comrades of the long ago and with them live over again our years together on the good-natured and friendly old never-to-be forgotten gravity. / I sincerely trust the 'boys' will have an enjoyable time, accompanied with pleasant memories, occasioned by meeting old associates, and when they separate carry home with them a deepened feeling that there are no friends like the old friends. / Assuring you of my highest esteem and best wishes, I remain, / Fraternally yours, T. C. Fitzsimmons.' / A letter was also read from Homer Greene, of Honesdale, who was likewise unable to be present. / Col. Fitzsimmons won the hearts of his former associates and his friends in the association by his stirring talk. He spoke as follows: / "There is no custom more praiseworthy than that of renewing old acquaintances and keeping alive early associations. The mellowing effect of [photo of "Col. F. J. Fitzsimmons, Orator of the Occasion"] time is nowhere so strikingly noticeable as in the meeting, after many years, of those who played or toiled together, when life was young and the future loomed up in golden colors. In this busy, all-absorbing age it is well to halt occasionally and live in the past long enough to recall to mind the happenings that were impressive and persons whom we esteemed and trusted, in the halcyon days of youth. Today we meet to play [sic] tribute to our past and with memory's magic wand live over again in story and legend the happy days of Auld Lang Syne. It is most fitting that those who handled the cars, on the old gravity roads in this section, should annually meet, indulge in reminiscences and recount their adventures in mastering trains that were brakeless and conquering storms, compared with which the vicious blizzards of the West were but frolicsome zephyrs. Let us not be modest in claiming a high place for ourselves in public esteem. / As practical railroaders we evinced every attribute that the world applauds. The headman who, by a slight 'twist of the wrist,' placed the weighty sling on the top of the car, was an artist of muscle and brawn—such as commanded the admiration of mankind in all ages. The runner who gracefully walked on the top rim of the cars as the train rocked and swung around curves, performed, unconsciously, a more daring act than was ever attempted under canvas. The engineer, who pulled the trips of cars up the plane and over the angle, was more faithful to duty than any sentinel that ever graced the rampart. / In needed skill, in necessary daring and in commendable devotion to duty, the boys who conducted the operations of the old gravities had no superiors in the domain of honest endeavor. Nowhere, however, did we shine so luminously as when a 'delay' on the road permitted us to get together. If the foot-shanties and head-houses were in existence and could narrate what was said in them Don Quixote would never be read. Of our number there were some who, at the nation's call, went forth and done battle for the preservation of the Union. Those of us who never saw the carnage of war were forced to listen to them telling, in detail, of every engagement from Sumter to Appomattox and were we overly-

credulous we should have believed that each was a great soldier, and that if any one of them remained at home the war would probably have lasted much longer and possibly not have terminated as it did. / Our older comrades took much delight in telling of their prowess when they were young. Each, according to his story, had performed great physical feats. One had often 'cleaned out' a whole barroom, and another had 'licked' the 'bully' of the town. It was not unusual to hear a grey-beard state that what an armful of 'stopping sticks' he jumped on a trip of cars that had no brakes and was running away, and stopped it before it reached the foot of some plane, or run into other cars. / The men of the old gravity roads rendered valuable services to their employers. In the winter months, when storms interfered with the running of cars, it was not unusual for the men to work as high as fifteen hours a day. This they did without receiving pay for any overtime. / In the light of existing conditions this statement carries with it, at least, an element of surprise. Possibly the companies were as appreciative of the services rendered them as they could be, yet it would be conclusive proof of their appreciation did they put the names of their old, faithful employes on a pension list, so that their declining days might be guarded against anything approaching the cold charity of the world. / I have only another observation to indulge in. The men whom I have been discussing were not only faithful to their employers, but they were honest to themselves and their fellow-men. [Photograph of Charles P. Savage, Secretary of the Association.] They were good citizens and kind neighbors. It is a pleasure to meet them in social communion and to recall incidents of life that would be otherwise forgotten. / Let us keep up these yearly reunions. Let us strengthen early intimacies and cement old friendships. Those who worked on the gravity roads have reached the years when rivalries and strifes cease and true companionship and good fellowship prevail. Let us indulge in the hope that we may often meet under auspices as pleasant as we do today and that each succeeding meeting may serve to more strongly bind us in the bonds of enduring amity and more closely unite us in the noblest of fraternities—the changeless and uplifting brotherhood of man." (clipping in one of the Gritman scrapbooks)

Gravity Reunion, September 7, 1929:

In the September 1, 1929 issue of *The Delaware and Hudson Company Bulletin* (p. 266) is the following announcement: "**Gravity Reunion** / Attention is called to the 'Gravity Reunion' which is to be held at Nauaug [sic] Park, Scranton, Saturday, September 7th. The program will start at 2 P. M. There will be an interesting series of songs, speeches and other features. The committee in charge of the arrangements states that John Gilligan, Carbondale Yardmaster, is slated to 'reminisce' in his own inimitable way. Basket lunches will be the order of the day. Detailed information regarding the affair may be obtained from the committee which consists of J. B. Sampson, J. F. Wheeler and Geo. Lorenz."

D&H Veterans' Association Meetings

There was also an organization known as The Delaware and Hudson Veterans' Association—whose membership base was much broader than the Gravity association.

The Delaware and Hudson Veterans' Association was established in the Y. M. C. A. in Scranton on Sunday, February 26, 1922. For the first three years of its existence, the Association was under the direction of Martin Crippen, a claim agent on the Pennsylvania Division. He was succeeded by S. G. Coun, a locomotive engineer, also from the Pennsylvania Division, who was widely regarded as the "Father of the Association." Coun was succeeded as president by W. C. Gurney of Binghamton, who was a conductor on passenger trains Nos. 308 and 309 on the Susquehanna Division.

The November 7, 1926 meeting of the Association (see "Fine Veteran Spirit," in *The Delaware and Hudson Company Bulletin*, December 1, 1926, pp. 5-6), under the direction of President Gurney, was held in the Irving Theater in Carbondale, with more than 500 persons—members, wives, and friends—in attendance. Those from the north of Carbondale made the trip from Albany on a special D&H train, with dining car service, provided by the Management. At that meeting, the minutes of the last quarterly meeting, which was held in Oneonta, were read by J. B. Sampson, the secretary. From those minutes, we learn that total enrollments in the Association at the time of the Oneonta meeting were 1,525. Since that meeting, 106 members have passed away, leaving a present membership of 1,419.

Three Division Superintendents were present at the meeting: J. E. Fairhead, superintendent of the Saratoga Division, M. F. Leamy, superintendent of the Susquehanna Division, and C. A. Morgan, superintendent of the Pennsylvania Division. The special return train to Albany left Carbondale at 5:30 P. M. The conductor was Merrill Shephard; trainmen, Hakerbecker and Ryan; engineer Michael Nolan on the Pennsylvania Division and Engineer Anton Stapf on the Susquehanna Division.

D&H Veterans' Association meeting announced for January 13, 1929:

Here is the announcement for the 1929 annual meeting that was published in the January 1, 1929 issue (p. 12) of *The Delaware and Hudson Company Bulletin*: "ATTENTION! Veterans! The regular annual meeting of the Delaware and Hudson Veterans' Association will be held in Albany, Sunday afternoon, January 13. While the place of the meeting had not definitely been decided upon when this issue of *The Bulletin* went to press, it is thought that it will be in the Odd Fellows' Hall, in Beaver Street. / Special train service has been arranged through the courtesy of the management. The train will leave Wilkes-Barre at 6:30 A. M. and arrive in Albany at 1:30 P. M., and depart from Albany on the return trip at 4:30 P. M. The annual election of officers will take place at this time and all who can possibly do so, are urged to attend."

D&H Veterans' Association Eighth Annual Outing and Clam Bake, August 10, 1929:

The affair was held at the Camp Grounds at Sidney, NY, with no less than 555 persons in attendance at the sit down dinner in the dining hall. Chicken, corn, potatoes, and fixings and CLAMS were served, with watermelon for dessert. Following the dinner, State Troopers, under Captain D. E. Fox, gave a trilling exhibition of horseback riding, both singly and in groups. It was generally felt that this outing surpassed all previous outings of the association. Special trains were provided by the D&H for all D&H veterans. Write-up with photos published in *The Delaware and Hudson Company Bulletin*, September 1, 1929, pp. 264-265, 270.

D&H Veterans' Association Elects Officers at Annual Business Meeting, January 12, 1930:

The annual business meeting was held in the Odd Fellows' Hall, in Beaver Street, Albany, Sunday afternoon, January 12, 1930. The following officers were elected: H. N. Atherton (Scranton, PA), President; Frank H. Baker (Jermyn, PA), Treasurer, .W. J. Hill (Elsmere, NY), Secretary. The Executive Committee, consisting of M. F. Leamy, Oneonta, Chairman; F. Daly, Plattsburg; N. S. Burns, Wilkes-Barre; L. E. Corbett, Fort Edward; and J. T Connors, Elsmere, was requested to serve throughout the year by President Atherton. Thirteen Vice Presidents, eight of whom were re-appointed, were selected by the Association's new leader. They are: George Lorenz, Archbald, PA; Harry Quinn, Scranton; E. R. Sampson, Nineveh; H. S. Partridge, Binghamton; James J. Conroy, Albany; Thomas T. Ricketts, Albany; J. W. Nolan, Oneonta; W. J. Williams, Whitehall; D. H. Kelly, Schenectady; W. P. Thatcher, Wilkes-Barre; A. M. Barto, Albany; George McChesney, Rouses Point; and Martin J. Stapleton, Altamont.

Secretary Hill reported that the present membership of the Association was 1,315, and that 46 members had passed away during the year just closed. Photographs of H. N. Atherton and F. H. Baker are presented in the article about this meeting ("Veterans Elect Officers") that was published (pp.37-38) in the February 1, 1930 issue of *The Delaware and Hudson Company Bulletin*.

D&H Veterans' Association meeting, April 13, 1930, at Wilkes-Barre:

Spring business meeting. By the time the special train (3 coaches and a diner) from Albany reached Wilkes-Barre (with many stops in between), there were nearly 250 veterans on board. In the absence of President Atherton, Vice-President George Lorenz presided over the meeting, which was held in the Capital Theatre. Brief talks were given by L. F. Perry, Edward Martin of the Delaware, Lackawanna, and Western Veterans, George L. Greely, New York, Ontario, and Western's Association, Ben E. Chapin, editor of *The Railroad Employee*, and W. T. Campbell, past president. The return train to Albany, "laden with tired by happy veterans," left Wilkes-Barre at 4:30 P. M. arriving in Albany shortly after 11 o'clock. Write up of meeting in the May 1, 1930 issue of *The Delaware and Hudson Company Bulletin*, p. 139.

D&H Veterans' Association Annual Meeting, January 11, 1931, at Albany:

The meeting was held in the Odd Fellows Hall in Albany. The officers of the association for 1930 were unanimously re-elected for 1931. Over 300 veterans and their families were in attendance, the majority having arrived on the special train from Wilkes-Barre at 1:30 P. M. In the article on this meeting in the February 1, 1931 issue (pp. 42-43) of *The Delaware and Hudson Company Bulletin*, there are two photographs of these veterans from Wilkes-Barre and the south at the railroad station upon their arrival at Albany. Secretary W. J. Hill reported that the total membership in the organization was 1,356, with 48 candidates having been accepted into membership during 1930. "Following the re-election of President H. N. Atherton, Secretary W. J. Hill, and Treasurer F. H. Baker, all appointive officers and committees were requested to continue in office for the coming term. In addition the office of Vice-President was tendered to Felix Daly, Plattsburg; John Gilligan, Carbondale; J. B. Sampson, Carbondale; and T. S. Kelley, Wilkes-Barre. J. J. Finnegan, of Plattsburg, was asked to serve on the Executive Committee. All accepted the appointments. . . . At the close of the meeting a rising vote of thanks was extended to the management for the special train and dining car furnished the Association." (p. 42)

D&H Veterans' Association Spring Meeting, April 12, 1931, at Wilkes-Barre:

The write-up on this meeting is the article titled "Veterans Meet in Wilkes-Barre / Special Train Carried Four Hundred Old-Timers to Record-Breaking Spring Meeting" that was published in the May 1, 1931 issue (pp. 139-140) of *The Delaware and Hudson Company Bulletin*. This was the largest group (nearly 400 persons) ever to attend the spring meeting of the Association. The meeting took place in the Capitol Theatre, Wilkes-Barre on Sunday afternoon, April 12. "Most of the party arrived on the special train, consisting of locomotive 556, three steel coaches, and diner 605, which left Albany at 6:45 A. M., bearing the Capital District contingent. By the time the special started down the Pennsylvania Division, 110 persons were aboard. South of Carbondale there was standing room only in the coaches, a condition which prevailed at the entrance of the diner while all three meals were being served." (p. 139)

The entertainment at the meeting was as follows: John Walsh, a tenor from Scranton, accompanied at the piano by his brother Frank, led the veterans in the singing of *America* and several other songs. Edward Cafferty of Green Ridge gave his interpretations of the rhythmic sound of a D&H passenger train leaving Scranton, the West Point Drum Corps, and other tap dancing numbers. "Gavin Burt, introduced as one of our Signal Department men who plays as well as sings, soloed *Memories* and *A Tree*, first singing and then playing the numbers on his violin. The vocal solos and dance numbers of Miss Ruth Hill, daughter of Secretary W. J. Hill, were likewise heartily applauded by the assembled veterans." (p. 139)

The secretary reported that there were 1,454 active members in the Association, upon approval of applications of 103 candidates. Of these applicants, 31 were proposed by A. H. Rice, Signal Engineer. General Yard Master J. W. Nolan of Oneonta sponsored 29 more, and the balance were more or less evenly divided among a number of veterans.

"The chairman informed the veterans that the Joint Memorial Service of the Veterans Associations of the various eastern railroads, at which he will preside, will probably be held in Scranton on Mother's Day, Sunday, May 10." (p. 139)

"A splendid tribute was paid to President Atherton by the spokesman of a party of Ontario and Western Ladies' Auxiliary members who said that she and her companions had come a long way just to meet the man who was boosting veteranism so effectively on the Delaware and Hudson." (pp. 139-140)

A rising vote of thanks was extended to D&H management for the operation of special train and dining car facilities from Albany to Wilkes-Barre. On the return trip, the train left Wilkes-Barre at 4:30 P. M. "distributing the enthusiastic 'old timers' at their respective cities of residence." (p. 140)

D&H Veterans' Association Annual Outing and Clambake, August 1931, at Oneonta:

"As the blue-uniformed band of American Legion Post No. 259 of Oneonta played *Hail, Hail, the Gang's All Here*," we read in "Veterans Hold Clam Bake / Five Hundred 'Old Timers' Enjoy Outing in Neahwa Park, Oneonta" (*The Delaware and Hudson Company Bulletin*, September 15, 1931, pp. 284-285, "the special train bearing the 500 Delaware and Hudson Veterans ground to a stop at the entrance of Neahwa Park, Oneonta, selected as the scene of the Annual Outing and Clambake." (p. 284) As an appetizer, a bountiful buffet lunch was served as the veterans arrived. The baseball game that was scheduled to start immediately had to be postponed because someone had forgotten to bring the bats. "A hurried expedition 'uptown' produced the necessary weapons and the game was on—Green Ridge vs. Carbondale, with Conductor Harvey Greenawalt calling the balls and strikes so effectively that the sides were retired in 1-2-3 order. . . Mindful of the 'advanced years' of the players, also that the clams were due to be served, the umpire called the game after five innings, though the score was tied at 7-7." (p. 284)

"Under three large canopies flower-decked tables had been set for 535 persons and there were few vacant places when the clam broth was served as the first course. Chicken, corn, potatoes, celery, clams, and watermelon were just a few of the edibles that followed in rapid succession while the band continued to play./ Raymond Tucker tried to lead some community singing, but you can't make hungry railroaders sing when they have food before them. Among the railroaders who were guests of the Veterans the following were present: President and Mrs. C. E. Correl of the Erie Veterans; President and Mrs. John Beakes, New York, Ontario, and Western Veterans; General Secretary and Mrs. J. R. Wark, Erie Veterans; President Warren Luckinbill, Lehigh Valley Veterans; Secretary Cliff Hadley, Lackawanna Valley Veterans; Editor Ben E. Chapin of *The Railroad Employee*; Superintendent E. C. Gegenheimer and District Freight Agent James T. Reese of the Pennsylvania Railroad." (p.284). Nine photographs that were taken at this clam bake are included in this article in *The Delaware and Hudson Company Bulletin*.

D&H Veterans' Association Annual Outing, September 10, 1932, at Oneonta:

The following account of this outing was published in the October 1, 1932 issue (p. 267) of *The Delaware and Hudson Company Bulletin*: "*Veterans' Outing Held at Oneonta* / Nearly 400 Delaware and Hudson Veterans with their families gathered in Oneonta Saturday, September 10th for the annual outing. / A chicken dinner for which the throng was divided between the Hotel Oneonta and the Elks' Club was followed by a re-union in Neahwa Paerk, featured by a ball game between 'Honey' Swartz's Pennsylvanians and Jack Nolan's Susquehannans, the latter being declared the winners by a judges' decision. / Quoits and cards and the renewal of old acquaintances sped the time until the departure of the 'Special' put an end to a most enjoyable outing. / Among the guests were Past Presidents Martin Crippen and Samuel Cobb, Judge Howard M. Read, Hancock, N. Y., John Draney, H. R. Jones, P. A. Shaughnessy and Jacob Scanlon of the Lackawanna Veterans, Roy W. Ballamy, Federal Director of Employment, Baltimore, and the late Ben E. Chapin, Editor of *The Railroad Employee*."

D&H Veterans' Association meeting, at Carbondale, February 10, 1935:

Here is the report on this meeting that was published in *The Delaware and Hudson Railroad Bulletin* of March 1, 1935, p. 36: "**Delaware & Hudson Veterans Re-elect Officers At Carbondale Meeting** / More than 300 members and guests attended the annual business meeting of The Delaware and Hudson Veterans' Association, in the Carbondale High School auditorium, Sunday afternoon, February 10. / Following the reading of the annual reports, the gavel was turned over to N. S. Burns to conduct the election of officers. President P. A. Reynolds, Treasurer F. H. Baker, and Secretary W. J. Hill were all unanimously reelected. / The Pennsylvania Division's contribution to the success of the meeting was a program of musical entertainment, arranged by J. W. Howard. Several selections were sung by a male quartet which included William and Raymond Walsh, Maintenance Department employees, Benjamin Owens, and Prof. Harold Mundy, who also played the piano accompaniment. Edward Rafferty demonstrated several tap dancing steps, while a string quartet, the 'Pioneer Serenaders,' including Floyd Simrell, William Lewis, Michael Schella and Donald Hedsell rendered several popular numbers. A trumpet solo by William Reidy completed the program. / Brief talks were made by Superintendent C. A. Morgan, his assistant, M. F. Clune, and past presidents Martin Crippen and H. N. Atherton."

D&H Veterans' Association meeting, at Carbondale, May 24, 1936:

Here is the report on this meeting that was published in *The Delaware and Hudson Railroad Bulletin* of July 1, 1936, p. 108: "**Howard Chosen President / By D. & H. Veterans / At Carbondale Meeting** / The Fifteenth Annual Business Meeting of The Delaware and Hudson Veterans' Association was held in the Carbondale High School auditorium, Sunday, May 24, with approximately 200 members, their families and guests in attendance. / In the absence of President P. A. Reynolds, who was prevented from attending by the serious illness of Mrs. Reynolds, the meeting was called to order by Executive Committeeman N. S. Burns, who turned

the gavel over to J. W. Howard, divisional car foreman, a vice-president. The annual report of Secretary W. J. Hill, revealed that the total membership was now 1,444, 36 new members having been enrolled since the last meeting. / The election of officers for the year 1936 resulted in the unanimous election of Mr. Howard as president and the re-election of Secretary Hill, and Treasurer F. H. Baker. Four new vice-presidents were appointed to fill vacancies: they are W. R. Dunbar, divisional car foreman, Oneonta; B. H. Campbell, road foreman of engines, Oneonta; Fred Foote, car foreman, Carbondale; and William T. Budd, yard conductor, Carbondale. / A motion was made and regularly seconded instructing the secretary to inform all members whose dues are not paid up to date by August 1, 1936, that their names will be dropped from the subscription list of *The Railroad Employee* at that time. This does not affect their status as veterans and their names will be returned to the mailing list when dues are paid up to date. / Mr. J. F. Wheeler, president of the Pioneer Dime Bank, Carbondale, who was a Delaware and Hudson man for 30 years beginning in 1872 and who is still a veteran, recalled many of the changes which have taken place in the company's buildings and equipment in and about Carbondale in the past 50 years. / George H. Hennemuth, assistant general paymaster of D. L. & W. R. R., and an officer of the Railroad Employees Association, urged every person present to contact his legislative representatives, both state and national, and tell them that something must be done to assist the railroads in their fight for business with subsidized competitors such as trucks and water carriers. / Suggestions as to a suitable place for holding the 1936 outing were solicited by Mr. Burns. Among the points discussed were Saratoga Springs, Lake George, and Cooperstown. The executive committee will be glad to hear from any member who has any ideas on the subject. / Mrs. J. J. Conroy, speaking for the Ladies' Auxiliary of which she is president, congratulated the officers elected and promised the cooperation of its members in any activities of the Veterans' Association. / Rising votes of thanks were extended to the management for the special train, with dining car service, operated from Albany to Carbondale and return, as well as to the officers who have served during the past two years."

Other D&H Organizations

There was also an organization known as **The Forty-Year Club**, which was an informal association of Delaware and Hudson veterans who met in Albany. On February 20, 1925, this group met in the R. R. Y. M. C. A. in Broadway, in Albany. Fourteen members, their wives and others from their immediate families, as well as a large number of friends, were present at the meeting. A write-up of this meeting was published in the March 15, 1925 issue of *The Delaware and Hudson Company Bulletin*, page 15.

An organization known as the "**Get Together**" Association was organized by Saratoga Division employees. On November 7, 1929 the tenth annual Get Together was held in the Masonic Temple, in Broadway, Saratoga. The more than 500 Saratoga Division employees and their friends present unanimously agreed that this was the most successful Get Together ever held.

Write-up with group photograph ("Tenth 'Get Together' at Saratoga Was Most Successful Ever Held") published in the December 1, 1929 issue (pp. 360-361, 366) of *The Delaware and Hudson Company Bulletin*.

An organization known as the **Delaware and Hudson Railroad Club, Pennsylvania Division** hosted its Fourth Annual Dinner and Dance at Hotel Casey in Scranton, PA on January 29, 1930. The affair was regarded by all as the most successful gathering ever of the group. The toastmaster was H. N. Atherton, Yardmaster, Green Ridge, and President of the D&H Veterans' Association. The speakers were G. D. Hughey, Superintendent of Transportation, and J. E. Long, Superintendent of Safety. Following the program, "in a twinkling the banquet hall was transformed into a ball-room. . . The dancers whirled and pivoted about until it was time to hustle for the special train scheduled to leave for Carbondale at 1:45 A.M." The committee in charge of the event: N. S. Burns, Chairman; H. N. Atherton, Toastmaster; D. J. Buckley, Tickets and Press; J. W. Howard, Entertainment; M. J. McDonough, Floor; J. J. Brennan and W. F. Reidy, Reception. Write-up of the event with photograph published in the February 15, 1930 issue (pp. 56-57, 61) of *The Delaware and Hudson Company Bulletin*.

Fifth Annual Dinner and Dance of Delaware and Hudson Railroad Club, Pennsylvania Division, in Crystal Ballroom at Hotel Casey in Scranton, January 28, 1931:

"Nothing could have been more appropriate," we read in "Railroaders Dine and Dance at Scranton" (*The Delaware and Hudson Company Bulletin*, March 1, 1931, pp. 72-73, 76-77), "than the manner in which the Fifth Annual Dinner and Dance of The Delaware and Hudson Railroad Club, Pennsylvania Division, was launched on its merry way with the singing of *Keep the Home Fires Burning* by The Hudson Coal Company delegation, including Mr. G. B. Fillmore, General Sales Agent of that company and guest speaker of the evening." The affair took place in the Crystal Ballroom of the Hotel Casey in Scranton. The gathering was called to order by President J. W. Howard. Speakers included: J. E. Long, Superintendent of Safety; G. D. Hughey, Superintendent of Transportation; and G. B. Fillmore, General Sales Agent of the Hudson Coal Company.

Following the turkey dinner banquet, the ballroom was cleared and dancing and cards were enjoyed until 1 A. M. The attendance, 267, made the gathering the largest and most successful yet held by the Railroad Club. The committee under whose direction the affair was so successfully carried out consisted of N. S. Burns, J. W. Howard, P. B. Ryan, W. F. Reidy, M. J. McDonough, J. J. Brennan, and H. N. Atherton.

A photograph, two pages wide, of the group assembled at dinner in the Crystal Ballroom at the Hotel Casey is presented (pp. 72-73) with this article.

Were there D&H Canal reunions?

The Gravity Railroad Monument in Gravity Park, Carbondale



The D&H Gravity Railroad monument in Gravity Park, Carbondale. Photo, circa 1984, by S. Robert Powell. In the early 1980s, the Gravity Monument was repainted by John V. Buberniak, Canaan Street. At that time, John painted the D&H's script on the monument, using a D&H stencil in the collection of the Carbondale Historical Society. The photo given above was taken after John repainted the monument.

Here is the text on the Gravity Railroad monument shown above:

THE PRESIDENT, MANAGERS AND COMPANY OF THE DELAWARE AND HUDSON CANAL COMPANY COMPLETED IN 1829 THE GRAVITY RAILROAD BETWEEN CARBONDALE AND HONESDALE IN PENNSYLVANIA. IT WAS THE SECOND RAILROAD CONSTRUCTED IN THE WESTERN HEMISPHERE. THE "STOURBRIDGE LION," THE FIRST STEAM LOCOMOTIVE USED ON THIS CONTINENT, WAS BUILT IN ENGLAND FOR THIS LINE AND MADE ITS TRIAL TRIP FROM HONESDALE ON AUGUST 8, 1829. THE FIRST SHIPMENT OF COAL OVER THIS RAILROAD LEFT THE MINES ON OCTOBER 9, 1829, AND IN 1830 THE LINE WAS OPENED FOR GENERAL FREIGHT. THE FIRST PASSENGER TRAIN WAS OPERATED IN 1859.

IN 1898 OPERATION BY GRAVITY AND INCLINED PLANE WAS DISCONTINUED, AND IN 1899 THE LINE WAS CHANGED TO STANDARD GAUGE AND OPERATED THROUGHOUT ITS ENTIRE LENGTH BY STEAM LOCOMOTIVES AS AN INTEGRAL PORTION OF THE LINES OF THE DELAWARE AND HUDSON COMPANY.

THIS SHAFT WAS ERECTED IN 1913, IN COMMEMORATION OF THESE HISTORIC EVENTS. JOHN BOLTON WAS PRESIDENT IN 1829, R. M. OLYPHANT IN 1898, AND L. F. LOREE IN 1913.

View of Gravity Park, Carbondale, and the Gravity Railroad Monument. The caption on this post card, in the collection of the Carbondale Historical Society, contains a typographical error: for "Gavity" read "Gravity." Plane No. 1, from 1859 on, passed directly through this area.



Given below is a post card/photograph that must have been taken in 1913 when the Gravity Monument was dedicated. A copy of this image was retrieved by Hank Loftus and John Buberniak from an Internet sales medium in September 2011, and made available to the author for use here. Note the spectators on the embankment above the Racket Brook; note also, the spectators seated on the pedestrian bridge over the Racket Brook.



Here are two details from the above photograph:





The Gravity Railroad historical marker that the Pennsylvania Historical and Museum Commission installed to the right of the 1913 obelisk was dedicated on January 3, 1999. The text on that PHMC historical marker reads as follows:

GRAVITY RAILROAD

Here began one of the first railroads in the Western Hemisphere, built 1828-29. The line had its eastern terminus at Honesdale; its southwestern terminus was later extended to Archbald & ultimately to Valley Junction near Olyphant. Built by the Delaware & Hudson to move coal to the D & H Canal, this line eventually provided passenger service and operated until the beginning of 1899.

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION 1998

In 2011, the Gravity Monument was again repainted, courtesy of the John Brennan family. In addition, a light was installed on the top of the monument, and the D&H script logo again repainted on the shaft—stencil for script logo created by Joe Kluck, who painted the logo on the re-painted shaft. All of this work was carried out under the direction of members of the Brennan family and the Carbondale Historical Society. Here is a photo by the author of the Gravity Monument in Carbondale following the 2011 restoration:



An account, plus photo, both by Michael J. Mullen, of the 2011 restoration of the Gravity Monument was published in *The Scranton Times* (p. A4) of Friday, June 1, 2012:

Monumental task



MICHAEL J. MULLEN / STAFF PHOTOGRAPHER

Carbondale officials gather at Gravity Park to celebrate the renovation of the Delaware & Hudson monument. Made possible by the Brennan family, the monument was renovated to honor the memory of family member John A. Loftus, who worked for the railroad for 55 years. From left: Michele Bannon, Joe Brennan, S. Robert Powell, John Brennan Jr., John Brennan Sr., Mayor Justin Taylor and Christine Tocki-Mulvey. The monument was originally constructed in 1913. The D&H stenciling was done by Joe Kluck.

Given below is a photograph, titled "Gravity Railroad Marker" that was taken by Steven Lantzy, Carbondale, on December 3, 2012. This photograph is reproduced here, with the photographer's permission, from an original print of this photograph in the collection of the Carbondale Historical Society and Museum, Inc.



To conclude this section on the Gravity Railroad monument in Gravity Park, Carbondale, we present here the insightful and well-chosen words of Hollister about the Delaware and Hudson Canal Company:

Hollister, 1880, p. 197: "This organization whose rise and progress, I have aimed briefly to sketch, finds no parallel in America. It stands alone. No other association of men so clearly illustrates what harmonious capital and labor can accomplish as does this. The first one in America that introduced and abandoned a locomotive. . . it has in its development excited alike jealousy and admiration, opposition and real friendship, range praise and open hostility, while it has ever and always maintained its high character for fairness and good faith in dealing with its employees and the public that was established by the Managers at the very inception of the Delaware and Hudson Canal Company."

9927

The Gravity Shops, Part II (1865-present)

Part I of this account of the Gravity Shops (1829-1864) is presented in Volume III (the 1859 Configuration) in this series.

The Gravity Shops were made up of many distinct shops, as follows:

Blacksmith Shop, Car Shops (Car Building Shop, Car Repair Shop, Passenger Car Shop), Locomotive Repair Shop, Lumber Department, Machine Shop, Paint Shop

In 1873, there were different work schedules for different shops:

"The D. & H. C. Co.'s shops in this city commenced running on eight hours time Monday morning. The men now begin work at half-past seven, and quit at half-past four. In the car-shops one set of men works one week, and the other the next. In both the machine and blacksmith shops, the men who were discharged some time since have been taken on, and they are all now working on the eight hour system." (*Carbondale Leader*, December 20, 1873, p. 3)

The boss mason at the D&H shops in 1873 was wounded by an accidental pistol shot fired by his own son:

"**Dangerous Plaything.** / On Tuesday noon of this week, Mr. Henry W. Gramer, the Del. & Hud. C. Co.'s boss mason, met with an accident from a pistol shot quite unexpectedly. His young son had a small pistol, and was playing with it, supposing it to be unloaded and harmless. But not so—upon snapping it, a charge passed into Mr. Gramer's knee, grazing the knee-pan, and lodging under the skin. Dr. Charles Burr extracted the bullet without trouble, and the injury will probably not be serious." (*Carbondale Advance*, June 14, 1873, p. 3)

Plenty of work in the car, machine, and blacksmith shops in August 1875:

"Work is pretty brisk in the D. & H. C. Co.'s car, machine, and blacksmith shops in this city at the present time." (*Carbondale Leader*, August 21, 1875, p. 3)

In 1875 the working hours at the D&H shops were reduced:

"On Monday the working hours of the men employed in the D. & H. C. Co.'s shops in this city were reduced to eight hours. The employes now begin work at half-past seven and leave at half-past four." (*Carbondale Leader*, November 6, 1875, p. 3)

In 1875, the hours of the machinists and mechanics in the shops were reduced to eight hours per day:

"The machinists and mechanics in the shops of the D. & H. C. Co. at this place have been reduced to eight hours work per day--commencing at 7 ½ o'clock A. M. and closing at 4 ½ P. M. --involving a loss of one fifth in their daily earnings. The change was made on Monday last." (*Carbondale Advance*, November 6, 1875)

The annual inventory in the D&H shops and all along the line will take place about January 15, 1876:

"There is plenty of work in the car and machine-shops, but only eight hours a day are worked. The annual inventory of stock in the shops as well as all along the line will take place about the 15th of January." (*Carbondale Leader*, January 1, 1876, p. 3)

Various work schedules in the D&H shops and at the Van Bergen & Co. foundry in 1876:

"The Company's car, machine, and blacksmith shops in this city were set in motion again on Monday. The men there employed are now working on full time, and the bell now rings at seven in the morning, at noon, and at six o'clock P.M. It is nearly or quite five months since the mechanics and laborers in these shops worked ten hours a day. / The car-wheel moulders in Van Bergen & Co.'s foundry have been kept at work for several days past making wheels for the D. & H. C. Co. The rest of the men have not been set to work yet, but it is thought that they will be before many days." (*Leader*, April 1, 1876, p. 3)

Thomas Haigh, who worked in the D&H shops, died suddenly on August 21, 1876. Here is his obituary:

“Obituary. / Thomas Haigh, an old resident and well-known citizen of our town, died suddenly at his residence here on Monday evening, Aug. 21st. / He had been at work at the Del. & Hud. shops during the day, and appeared to be in his usual health. Upon returning from work he told his wife he did not feel well, and sat down before he entered the house. He complained of cold feet, and a cold feeling in his stomach. He came into the house and laid down. His wife made him a warm cup of tea, of which he drank a little. He had been accustomed earlier in life to use some stimulant, and having of late abstained entirely, Mrs. Haigh thought some would now be useful and went hurriedly to obtain it. Upon her return, he seemed to be sleeping sweetly. His brother George, living in the same house, came in, but supposing him to be sleeping well did not awaken him. A little before ten o’clock his wife thought best to arouse him, and to her astonishment and grief found him dead. / Deceased was a very quiet and peaceable citizen, and he had a large circle of friends. He was fond of music, and a proficient in it, having been for a long time a leading member of the excellent Brass Band that was an honor to our town many years ago. He had been three times married, and now leaves a wife and a son by a former wife. / His father emigrated to Carbondale from England in the early settlement of this town, more than forty years ago, and died here at a ripe old age. Thomas, upon attaining to manhood, had resided steadily here, except a few years spent at Pittston. The funeral services were conducted at his late residence by Rev. E. D. Bryan, of the Presbyterian Church, on Wednesday, Aug. 23d, and were largely attended by the brethren of the I. O. O. F. and citizens generally. His age was 59 years.” (*Carbondale Advance*, September 2, 1876, p. 3)

E. Y. Davies holds a class in the D&H rope barn every night of the week, except Saturday and Sunday:

“E. Y. Davies has a fine class of young men, who meet him in the D. & H. rope barn every night in the week except Saturday and Sunday.” (*Carbondale Advance*, November 1, 1879, p. 3)

Full-time at the D&H shops in March 1885:

“The Delaware and Hudson shops are now running on full time, it is said, ten hours a day.” (*Carbondale Advance*, March 14, 1885, p. 3)

Orlin Griggs, who worked in the D&H Gravity shops, was struck by a train of Gravity cars and killed in May, 1891:

“PROBABLY HIS DEATH BLOW. / Aged Orlin Griggs Struck by a Train of Gravity Cars. / Orlin Griggs, an old gentleman living on High Street, met with an accident yesterday which will probably result in his death. Mr. Griggs was an employe of the D. &H. gravity shops. At four o'clock he left the shops with a number of men for home. At the same time a 'trip' of eight cars in charge of Frank Faulkner started from the foot of No. 1 plane down the track which leads by the shop. As Mr. Griggs turned the corner of the shop and stepped upon the track he did not see the cars behind him. Some of his fellow workers who saw his danger shouted to him but he did not hear them and the train struck him and knocked him, face down, on the track, like a flail. In falling his forehead struck a tie and the frontal bone was badly fractured. His arm also fell across the rail and several cars passed over it severing it from the body near the shoulder. / A young man who was walking with Mr. Griggs had a narrow escape from the same fate. He heard the shout of the men, instinctively knew what it meant and jumped to one side just in time. Frank Faulkner, who was running the cars, stood on the last one of the trip and he did not see either of the men who were in danger. He was running the train within the speed permitted and was therefore in no way to blame. / Mr. Griggs, who is 77 years of age, was taken to his home, where Dr. Wheeler cut the few shreds of flesh that still held the arm on the body, and performed the operation of trephaning, taking the pieces of skull away from the brain, against which they pressed, and replacing them in position as best he could. In a younger man a union might take place, but Mr. Griggs' advanced age stands against the hope of recovery from the skull fracture, shock and loss of blood. / Yesterday was the fortieth anniversary of the unfortunate man's wedding, and a social celebration of the event was to have taken place at his home last night.”
(*Carbondale Leader*, May 19, 1891, p. 4)

9927.1

Blacksmith Shop

The blacksmith shop was at one time a division of the machine shop. When it became an entity unto itself, Andrew Wyllie as named head:

"It is proper to name the successor of James Dickson, as master mechanic. Andrew Wyllie became his successor, but as the company's business and requirements increased, it became necessary to divide up their operations, so Mr. Wyllie retained only the blacksmithing

department, which he held until his resignation a few months ago [1902]. Now there is the locomotive repair shop, the car repair shop, the carbuilding shop, the passenger car shop, the paint shop, which are under as many different foreman. With railroad corporations the track foreman is an important incumbent, for upon him depends the keeping the line of the road in good order. He has to keep a watchful eye over the whole of his section to see that none of the track is out, or otherwise settled or out of order. In this connection it would not do to leave out the name of captain Smith* [the father of John B. Smith, who was to become the Superintendent of the Pennsylvania Coal Company's Gravity Railroad]. I do not think he was known by any other name in Carbondale, outside of the company's book. He commenced as a contractor on the Delaware & Hudson canal, following it up with a contract in the construction of the gravity road, and when completed he was retained as track *foreman, which position he held as long as his health and old age would permit.*" (Joslin/Davies)

*Captain Charles Smith, who served in the War of 1812, came to Carbondale in 1828 and worked for the D&H until his death in July 1865. John B. Smith and his six brothers and sisters and their mother came to Carbondale in 1829.

More about Andrew Wyllie, the superintendent of the iron department of the D&H blacksmith shops:

"**ANDREW WYLLIE.** The life of this gentleman, who for years has been superintendent of the iron department of the Delaware & Hudson blacksmith shops at Carbondale, affords an illustration of the axiom that 'grit' and 'grace' have as their companion 'greenbacks.' With few exceptions, the men who have the grit to cope with the difficulties of life and the grace to bear hardships, will attain, if not wealth, at least the possession of a bank account sufficiently large to secure them against want and poverty in their old age. / A native of the county of Fife, Scotland, Mr. Wyllie was born in the historic town of Kirkcaldy, eleven miles from Edinburgh, October 18, 1826. This shire was also the birthplace of his parents George and Mary (Stanhouse) Wyllie, the former of whom died in early manhood. The latter, a lady of high literary attainments, was for forty years a teacher in Philips Institute in her native heath. Of her three children Elizabeth married James Louttit, an extensive manufacturer and dealer in cloth, now living retired in Kirkcaldy; George died many years ago; and Andrew, our subject, was the youngest in the family. In youth he went to sea one voyage and on his return learned the blacksmith's trade in his native place, afterword worked at his trade in Manchester, England, for five years. / In the fall of 1848 Mr. Wyllie came to America and was employed in Brooklyn at the time Taylor was inaugurated president of the United States. Later he worked for Hoe, the printing press manufacturer in New York. In 1851 he came to Carbondale, where he had been for a short time previously, working in the shops of the Delaware & Hudson until the death of his brother-in-law. On his return here he resumed work with the company and since 1856 has been at the head of the iron department. A sturdy, conservative Scotchman, he guards well the interests of the company with which he has been connected for forty years or more. / April 26, 1854, Miss Isabella Diack,

a native of Glasgow, Scotland, became the wife of Mr. Wyllie and they have three sons and three daughters, namely: Mary, wife of Oscar E. Histed, an engineer on the Delaware & Hudson road; Alexander, a machinist in the Delaware & Hudson locomotive works; George, who is employed in his father's department; Isabella, who married Frank Arnold, of Carbondale; Elizabeth, at home; and Thomas, a bookkeeper in the Pittston stove works. Like the majority of Scotch people, Mr. Wyllie attends the Presbyterian Church and is a firm believer in its doctrines." (*Portrait and Biographical Record of Lackawanna County Pennsylvania*, 1897, pp. 130-31)

Thomas Coleman sustained an eye injury while at work in the blacksmith shop:

"Thomas Coleman, a blacksmith employed in the D. & H. shop in this city, sustained a very painful injury on Tuesday morning while chipping off a chisel. A piece of steel flying from the chisel hit him in the eye, causing it to bleed profusely, but fortunately the sight will not be impaired and he will be able to resume his usual occupation in a few days." (*Carbondale Advance*, November 8, 1879, p. 3)

Jaggers, who works in the blacksmith shop, suffered a congestion of the brain caused by drinking ice water in excess:

"A young man named Jaggers, who works in the Company's blacksmith shop, has been in the hands of Dr. Wheeler this week suffering from congestion of the brain caused by drinking ice water in excess. The doctor says the symptoms are identical to those of sunstroke, and it is the necessary effect of the shock to the system caused by the ice water." (*Leader*, June 3, 1881, p.4)

Daniel Lannon, while working at the bolt machine in the D&H blacksmith shop, crushed one of his fingers:

"Daniel, son of John W. Lannon, employed at the bolt machine in the D. & H. blacksmith shop here, while feeding the machine this morning, had the third finger of his left hand so badly crushed as to render amputation necessary. Dr. Bailey attended to it." (*The Journal*, January 5, 1888, p. 3)

This undated newspaper clipping shown below was made available to the author by Leo B. Burke of Vestal, NY, in August 2003. Leo Burke's grandfather, Thomas Coleman, a blacksmith, who lived at 222 Dundaff Street in Carbondale and who died in 1925, is fourth from the left in the front row of this photograph.



Andrew Wyllie resigns a head of the blacksmith shop:

“MR. WYLLIE HAS RESIGNED. / A. Wyllie, who for over 50 years has been in the employ of the Delaware and Hudson company as foreman of their North Main street blacksmith shops, has tendered his resignation and yesterday severed his connection with the company. The news will be learned with great surprise by all who are acquainted with Mr. Wyllie and know his splendid ability as a mechanic. The men who served under his direction, many of them for all their working lives, will be among those who regret to learn of his step more than any others.” (clipping in Gritman scrapbook dated as follows: Scranton, PA., January 3, 1901)

Car Shops (car building shop, car repair shop, passenger car shop)

Thomas Orchard, the superintendent of the car shops, was born in England in 1820:

"THOMAS ORCHARD, superintendent of the car shops of the Delaware and Hudson Canal Company, was born in England, March 20th, 1820. His wife was Miss Mary Griffin, of Providence. Mr. Orchard was formerly a carpenter." (1880, p. 452D)

The extensive car shops of the D&H burned down in 1864. This building was formerly known as "the hospital" (see section 6808, pp. 162-171, and section 6809, pp. 171-173 of the volume in this series on the 1868 configuration for detailed information on the cripple car track; see also the 1851 map of Carbondale):

"**FIRE**--The extensive Car Shop of the Delaware & Hudson Canal Co., in the First Ward of this city, was discovered to be on fire, on Thursday morning of this week, at about four and a half o'clock.--The building being of wood, and considerable oil used about the cars and machinery, the flames spread rapidly and it was soon burned to the ground. The Building was formerly known as "the Hospital," but had recently been much enlarged, and fitted up in good order for business. The workmen lost their tools, some of them having been very valuable sets. / The origin of the Fire is a mystery.--The total loss is estimated at \$15,000.--No Insurance." (*Carbondale Advance*, March 5, 1864, p. 2)

New freight store house, new car shop, July 1864:

"The Del. & Hud. C. Co. have recently erected a substantial Freight Store House near their Shops and office, upon the same site as that occupied for the purpose several years since. / The new Brick Car Shop [emphasis added] is also progressing near the same place, upon the site of the former one." (*Carbondale Advance*, July 16, 1864, p. 2)

A large brick extension was added to the car shop in 1870:

"**Improvement in the Car Shop.** / A large Brick extension is being now added to the Car Shop of the D. & H. C. Co., in this city, in charge of Thomas Orchard, Esq., which will greatly increase its capacity." (*Carbondale Advance*, July 30, 1870, p. 3)

Thomas Orchard moved to a new dwelling on Carbon Street:

"**Fine New Residence.** / Through the politeness of Thos. Orchard, Esq., Supt. of the Car Shop, we were this week shown through his new dwelling on Carbon street, to which he has recently removed, and find it very elegant and convenient. It is admirably planned throughout, for comfort and convenience, combined with taste and style. The joiner work seems perfect, and we believe cannot be surpassed in any of the elegant and princely mansions now-a-days erected. Altogether it is one of the neatest and most desirable residences to be found." (*Carbondale Advance*, June 22, 1872, p. 3)

Before Thomas Orchard was Master Car Builder, he built the Graded School House in Carbondale:

“Graded School. / The contract for building a Graded School House has been awarded by the Board of School Directors to THOMAS ORCHARD, of this city, he being the lowest and best bidder. The work will be commenced in a few days, in the expectation of completing it the present season.” (*Carbondale Advance*, June 16, 1860, p. 2)

Thomas Orchard was the architect who designed the 1860 Carbondale City Hall:

“The rafters are up on the City Hall, and the work progressing as rapidly as could be expected. The building will be a great ornament to our city when completed, and reflect much credit on its Architect, Mr. THOMAS ORCHARD. It is one of the most substantial buildings in the valley.” (*Carbondale Advance*, September 29, 1860, p. 3)

Three newspaper articles about Thomas Orchard and City Hall:

“The work progresses rapidly on the City hall—present height of the wall, about one story. ” (*Carbondale Advance*, August 11, 1860, p. 2)

“The ‘UNION BRASS BAND’ of our city propose to give a Ball at our New City Hall, on the evening of the 26th inst. / The Band is well deserving of favor and we hope will be liberally patronized on the occasion. This entertainment will be probably the first opening of the City Hall.: (*Carbondale Advance*, December 15, 1860, p. 2)

“Large Stone / We understand that our City Commissioners are obtaining a very large Stone from Wells’ quarry in Greenfield for a Door Stone at the entrance of the New City Hall. The size is reported to us to be 18ft. by 12ft. and 14 inches thick. A strong force of men and teams are said to have moved it two and a half miles in nine days. It is now between three and four miles from town [in the vicinity of the Russell Homestead].—We hope it will ultimately be landed here safely.” (*Carbondale Advance*, June 29, 1861, p. 2)

Thomas Orchard had a greenhouse in which he grew a Night Blooming Cereus:

Night Blooming Cereus. / This rare flower is again exhibiting its beauty and fragrance in the greenhouse of Thomas Orchard. There were thirty buds on the plant nine of which opened on Saturday evening, five on Sunday evening and six on the night of the fourth. The perfume of so many at one time is too dense for health. It soon creates headache and if closely confined with it, it would suffocate. A little of it is very grateful and appreciated.” (*Carbondale Advance*, July 9, 1881, p. 3)

Night Blooming Cereus (*Selenicereus grandiflorus*), a member of the plant family Cactaceae: *The Complete Illustrated Holistic Herbal* by David Hoffmann, 1996, p. 142: “This is a very useful herb in the treatment of mild heart failure and its associated symptoms of water retention and breathlessness. It may also be of value in cases of heart palpitations related to nervousness. Night Blooming Cereus does not contain a cardiac glycoside and so would not replace such medications if they were necessary.”

Here is a Night Blooming Cereus blossom:



Death of Mrs. J. H. Orchard, wife of General Car Inspector, J. H. Orchard, in August 1890:

"DEATH OF MRS. JOHN ORCHARD. / Well Known Lady Joins the Silent Majority. / Mrs. John J. [sic] Orchard, wife of General Car Inspector J. H. Orchard, of the D. & H. C. Co., died at her home on Spring street yesterday afternoon at 1 o'clock. Mrs. Orchard was born Francis [sic] R. Clarke, in London, on October 3, 1862, where her father now resides. She, however, had lived nearly all her life with her aunt at Stratton, Cornwall; and came to this country in September 1885, taking up her residence with her uncle, Thomas Orchard, on John Street. / On February 7, 1889, hardly more than a year and half ago, she was married to John H. Orchard at the T. F. Hunt residence on Church street, where they began housekeeping. In the early fall they moved to Spring street, and Mrs. Orchard was taken sick in November last; which lasted all through the winter. She however was out and in some ways able to attend to her household duties up to about the fourth of July. At that time, she suffered a relapse and gradually grew weaker until the end, yesterday noon. / Many people were shocked when the sad information was carried about town." (clipping in Gritman scrapbook, dated Monday August 11, 1890)

The death of Thomas Orchard:

"THOMAS ORCHARD DEAD / Passed Away at His Residence This Morning. / THE END CAME PEACEFULLY. / The Spirit of the Delaware & Hudson Company's Master Car Builder Took Its Flight at Eleven O'clock Today—Sketch of a Long and Busy Life. / Thomas Orchard, master car builder of the Delaware & Hudson Canal company, passed away at his home on John street this morning. His life went out as peacefully as it had flowed on. Death came at eleven o'clock and his spirit passed to a long and perfect rest. / A family are left grief stricken—and the sad event also touches many other hearts in the community. But few if any were more respected and esteemed. He held the affection of all with whom he came in contact whether socially or professionally. There are those who can call him a benefactor. Of a kindly disposition and generous to a fault his memory will long remain green in the hearts and minds of those who knew him best or were called upon to see his assistance and advice during his long residence here. / Thomas Orchard was born in Stratton, Cornwall, England, on February 27, 1820. His early life was a somewhat humble one but he was brought up in that strict integrity which remained with him in after years and was a prominent characteristic. He took to the profession of an architect and builder and became highly expert in both. In 1842 he emigrated to America, landing at Montreal. His stay in Canada was but a short one and he soon was found at Honesdale. On the following year he came to Carbondale and since that time has been a continuous and worthy resident of this city. / His connection with the Delaware & Hudson company dates from the time of his location here. He was a close friend of superintendent C. P. Wurts and was sent out by him to superintend the many private building contracts taken under direction of the company in those early days. Among the structures erected by him which are still standing in this city and are monuments to his ability and trust are the homes of J. V. Van Bergen, T. R. Durfee, E. E. Hendrick, graded school No. 1, the late residence of captain Brennan now embodied into St. Rose convent and the old portion of the city building. / He erected the first Catholic church in Carbondale as well as the Meredith 'cottage' below the city which for

years was one of the landmarks of this section. / Deceased was a devoted communicant of Trinity Episcopal church and was the second oldest vestryman in the governing board of that parish, being elected to that official position on April 19, 1869 and serving till his death. He was also an old and honored member of Palestine Commandery, Knights Templar. / But once did Mr. Orchard return to his native land and that was to visit the first great world's exposition, the Crystal Palace in London in 1851. He was the only one to undertake the voyage of a party of eleven made up in this city for that purpose." (clipping dated Friday, January 3, 1896, in the Gritman scrapbook).

Given immediately below the clipping given above in the Gritman scrapbook is the following clipping:

"A Tribute to the Late Thomas Orchard. / To the Editor of *The Leader*: A good, trustworthy soul went out of our city life when Thomas Orchard died. A quiet, peaceable citizen, but there was in him a true and lovable strain of human nature which smoothed over the rugged places and kept him close to the hearts of his acquaintances. His was a quiet, modest manner which he seemed to impart into whatever company he entered. As a mechanic and superintendent of men he had great and good qualities of both head and heart. He was honest and upright in all dealings with his fellowmen and will be missed and mourned by many. / A Companion of Forty Years."

Thomas Orchard biographical portrait in *Portrait and Biographical Record of Lackawanna County, Pennsylvania*, 1897, pp. 361-362:

"THOMAS ORCHARD. As that of a man who rose superior to adversity and nobly conquered the difficulties lying in his path, the life of the late Thomas Orchard of Carbondale is well worthy of emulation by the youth of the rising generation. Guided by principles of the highest honor, he was a man of unspotted character, well dowered with firmness and stability. In the growth of Carbondale he maintained the deepest interest and for its future good he made many sacrifices of his time and means. He is spoken of by people among whom he lived for many years as one of the most praiseworthy citizens, and one to whom credit is due for his labors in the upbuilding of the various interests of the community. / In Stratton, Cornwall, England, the subject of this memoir was born, February 27, 1820, the son of John and Mary (Yeo) Orchard, of Stratton. He was reared in the strict honesty and integrity of purpose that remained his principal characteristic throughout life. His early educational advantages were meager, for his parents were poor and unable to give him the opportunities they desired. In youth he became an architect and builder, which occupation he followed industriously. Longing, however, for a wider field in which to gain a name and fortune, he left his native land in 1840, setting sail for America, and landing in Montreal, Canada. After a short time he came to the States and remained for a brief period in Honesdale, Pa. He removed from there to Carbondale about 1841 and entered the employ of the Delaware & Hudson Canal Company as pattern maker and builder. He became a warm friend of C. P. Wurts, then superintendent of the Delaware & Hudson Railroad, who soon acknowledged

his worth and superior ability by making him superintendent for the building of the many structures erected under the direction of the company in those early days. Among the buildings still standing for which he had the contract are the residences of J. B. Van Bergen, T. R. Durfee and E. E. Hendrick, the first Catholic Church in Carbondale, Graded School No. 1, the residence of the late Captain Brennan, now a part of the Catholic convent, also the city hall and residence of James Archbald of Scranton. / In 1862 Mr. Orchard was given charge of the car department of the company. When the Delaware & Hudson commenced the building of passenger cars, he was selected as the master car builder, and the splendid equipment of the gravity and locomotive roads of the Pennsylvania division of the Delaware & Hudson bespeaks his excellent qualifications for the responsible position. It was largely due to his effort and efficiency that in this city there are still manufactured passenger cars, which indeed forms no small part of the business of the place. The designs for the different cars were either planned by him or under his immediate direction, and the responsibility of the work rested upon him. / In April, 1869, Mr. Orchard was elected a member of the vestry of Trinity Episcopal Church, and at the time of his death was the second oldest vestryman in the congregation. Fraternally he belonged to Palestine Commandery, K. T. In 1851, he returned to his native land and also visited the great World's Exposition in the Crystal Palace, being of a party of eleven made up in Carbondale the only one who made the voyage. His first marriage united him with Miss Martha, sister of Col. William N. Monies. She died in 1860, leaving two sons, John H., and William, who died in 1865. In 1862 he was united with Mrs. Mary (Griffin) Smith, widow of Asa D. Smith, and mother of T. Griffin Smith, the freight agent of the Delaware & Hudson Railroad at Carbondale. By this marriage three children were born, namely: Charles, freight agent at Scranton; Frank, who is a pattern-maker in the works of the Hendrick Manufacturing Company, Carbondale; and Elizabeth, wife of N. L. Moon, who is private secretary of C. R. Manville, [emphasis added] superintendent of the Delaware & Hudson. / In addition to his connection with the car shops, Mr. Orchard was interested in many local enterprises, and was also vice-president of the Pittston Stove Works, Pittston, Pa. He was thoroughly identified with every good work in his adopted city, ever willing to lend a helping hand to the poor and needy, and anxious to promote morality and temperance. He was well known beyond the limits of Carbondale and was respected by every acquaintance. Through honest and untiring efforts he rose from a humble station to prominence. / The life which has here been sketched closed December 30, 1895. The sympathies of all who knew him well and of the many who knew him chiefly by the kind words and thoughtful courtesy which marked his intercourse with all men, were extended to the bereaved relatives who for years has regarded him as their central figure. His noble career was achieved by perseverance and was marked from the first by a generous philanthropy and most exemplary devotion to justice, truth and honor. He possessed a clear mind, sound business judgment and unswerving integrity, from the principles of which no hope of reward or fear of giving offense could swerve him. His whole life demonstrated more clearly than mere words that strict integrity is the chief element of success and that honorable deeds win friends and respect. / John H. Orchard, the only surviving son of the first marriage of our subject, was born in Carbondale April 2, 1854, and was six years of age when his mother died. On the completion of a public school education here, he went abroad and spent a year and six months in the schools of Dumfries, Scotland. Upon his return in October, 1872, he went into his father's office, and April 1, 1886, was made general car

inspector. January 1, 1893, he was promoted to the office of assistant master car builder. On the death of his father he succeeded him as master car builder, which position he has since filled. He also succeeded his father as vestryman in Trinity Church and director of the Pittston Stove Works, of which company he is secretary. In 1889 he married Miss Frances Clark, who died the following year. He again married in 1896, his wife being Mrs. Jennie F. Price of Scranton."

Thomas Orchard was succeeded by his son, John H. Orchard, as master car builder of the Delaware & Hudson car shops. This we know from the biographical portrait of T. Griffin Smith, whose mother, nee Mary Griffin, following the death of her first husband Asa D. Smith in 1861, became the wife of Thomas Orchard, father of John H. Orchard:

In T. Griffin Smith's biographical portrait, we read: "T. GRIFFIN SMITH, the popular general freight agent of the Delaware & Hudson Railroad at Carbondale, was born in this city, August 18, 1854. He is a son of Asa D. Smith, who came to Carbondale in early manhood, and followed the currier's trade here until his death, in 1861. His widow, who bore the maiden name of Mary Griffin, afterward became the wife of Thomas Orchard, master car builder of the Delaware & Hudson car shops for more than a half century. A second time widowed, she makes her home in John Street, this city. / The subject of this sketch [T. Griffin Smith] is one of two children, of whom his sister, Jerusha M., married John Bowers, son of William Bowers, the division superintendent of the Delaware & Hudson coal department, and died some years ago. In the schools of this city, T. Griffin Smith received the rudiments of his education, after which he was a student in the schools of Dumfries, Scotland, in company with John H. Orchard, who was his father's successor as master car builder of the Delaware & Hudson car shops. On his return from Scotland, he secured a position as clerk in the Delaware & Hudson freight office, and after four years, in 1877, he was made freight agent which position he has since held. At the time he first entered the office, there were but two men employed in that department, but under his management the business has increased until now he has nearly a score of men under him. . ." (*Portrait and Biographical Record of Lackawanna County Pennsylvania*, pp. 176-177)

John H. Orchard was named Master Carbuilder following the death of his father, Thomas Orchard. He will now be foreman of the car shops. William H. Johnson is now in charge of all the shops:

"A SHAKE UP ON D. & H. ROAD. / Wm. Johnson Succeeds John H. Orchard as Master Carbuilder at the Carbondale Shops--Other Changes / Considerable comment has been heard among the employes of the Delaware and Hudson Railroad company at Carbondale by the changes which have been made in connection to the foremen in the shops in that city. / Mr. Wm. Johnson is now in charge of all the shops, having superseded Master Carbuilder John H. Orchard, who held that position since the death of his father, whom he succeeded. His father, Thomas Orchard, held the position for many years and was well-known in the city. Mr. John H. Orchard will now be foreman of the car shops." (clipping from 1900 from Gritman scrapbook; specific date not known)

In 1873, the D&H built its first passenger car at Carbondale:

“The D. & H. C. Co. has in course of construction at its shops in this city, two passenger cars, which are the first that have been built here. One of them is nearly completed, and will be as fine a car as we wish to see. The second is under way, and work on the third one will be commenced before long. They are to be used on the company’s excellent road between this city and Scranton.” (*Carbondale Leader*, May 17, 1873, p. 3)

Several elegant passenger cars now under construction in Carbondale shops:

“**Passenger Car Building.** / R. Manville Esq., Supt. Del. & Hud. R. R. is having some very elegant Passenger Cars got up under the supervision of Thomas Orchard Esq. at their shops in this city. One of them is now ready for use, and is a model of strength and artistic beauty and taste. The panel work, the windows and doors, the upholstering, the ventilators are all beautiful, and skillfully constructed. We believe the work is not surpassed in the best shops in Concord, Troy or Philadelphia.” (*Carbondale Advance*, June 28, 1873, p. 3)

Trial run of new passenger car to Archbald:

“Last Saturday afternoon Superintendent Manville and a car load of ladies and gentlemen took a trip as far as Archbald in the new passenger car just manufactured at the shops here. The new car is as easy a one to ride in as any one could wish for. It is built of the very best material, and is furnished with first-class seats, and is decorated very tastefully. The ventilation is a great improvement on the old style. Two similar cars are being made at the Company’s shops in this city, and the business will probably be carried on permanently. We see no reason why it should not be when such an elegant car as the one spoken of can be turned out.” (*Carbondale Leader*, July 5, 1873, p. 3)

Mr. Roguet had a hand cut off in the car shop on Thursday:

"We regret to learn that Mr. Roguet, residing near the gas House in the 3rd Ward, had a hand cut off by the machinery in the Car Shop on Thursday. It was still more unfortunately his right hand, and we learn he has a family of young children. He is attended by Dr. Adams." (*Carbondale Advance*, August 16, 1873, p. 3)

What is now the passenger car shop was formerly a lumber shed which was changed to car shop in 1872 and rebuilt in 1889.

Interior of D. & H. Car Shops, Carbondale. Photograph in the collection of the Carbondale Historical Society.



D&H Passenger Car 38, Built at Carbondale Shops. Photo, May 1897. Photo in the collection of the Carbondale Historical Society.



George Chapman worked as office boy for Thomas Orchard, later he worked for Wreck Foreman, Fred Topping. Three different sizes of coal cars on the steam line between Carbondale and Wilkes-Barre. In 1880, George oiled cars on the Gravity:

"Later in 1873 George [Chapman; biographical portrait of George Chapman, *The Delaware and Hudson Railroad Bulletin*, January 1, 1938, pp. 3-4, 13] was hired as office boy by Master Car Builder Thomas Orchard. All the coal cars and coaches used on the Gravity Railroad were built in the Carbondale Car Shop, then housed in the building which now serves as a storehouse in back of the division office. With the exception of metal parts the cars were entirely built by The Delaware and Hudson force, the wheels being purchased from Van Bergen's Foundry which stood just south of the present roundhouse. George served as office boy, messenger, and in other capacities at intervals until October 1, 1879, when he became Wreck Foreman Fred Topping's office boy. / When a wreck occurred on the Gravity the 5-ton capacity wooden cars were simply pulled clear of the tracks by the huge horses stationed at intervals to start trains which stalled on the levels, or a long pole was used as a lever to pry the wreckage off the right of way. Cars of three sizes were used on the two-gauge steam railroad between Carbondale and Wilkes-Barre: 4 1/2 ton coal cars, 9 1/2 ton gondolas, and 15-ton gondolas. When these larger units were damaged in derailments, the wrecking crew 'mopped up' with the aid of a four-man hand-operated derrick mounted on a flat car. This 'big hook' of the early eighties would pick up about three tons; by way of comparison, the steam wrecking crane now [1938] stationed at Carbondale will lift 160 tons. / In 1880, George oiled cars on the Gravity, oil-saturated waste being used to lubricate them then as now. The loads were so light, however, that 'hot boxes' were seldom encountered. Mr. Chapman therefore saw the 'hot box' problem grow from practically none in the eighties, to the point where, while working in the main line train service, he took a solid train of 57-hot-box-crippled cars south from Ararat at once. Today, with frequent repacking and inspections, combined with scientific preparation, distribution, and use of lubrication has reduced their numbers to one in 370,000 miles in freight service and one in more than 1,000,000 miles in passenger service."

Passenger cars on the D&H are to be equipped with air brakes:

"The passenger cars on the Delaware & Hudson railroad are to be provided with air brakes; so are the Lackawanna & Bloomsburg cars." (*Carbondale Advance*, November 14, 1874, p. 3)

An observation or twilight car now running on the line from Fort Ticonderoga and Lake George:

"The D. & H. C. Co. have placed upon their road running from Fort Ticonderoga and Lake George what is termed an observation or twilight car. The sides are wholly removed as low as the window sills, leaving a clear open space for viewing scenery. Strong curtains are fixed above the opening, so that in case of a storm they can be lowered and fastened. The seats run the entire length of the car, back to back." (*Carbondale Leader*, July 17, 1875, p. 3)

Employee cut backs in the D&H car shop in Carbondale:

"Several men have recently been discharged from the D. & H. C. Co.'s car shop in this city. Not enough work for them all is the cause." (*Carbondale Leader*, September 4, 1875, p. 3)

The new Gravity passenger coaches being built here will have seats that run across the car and not lengthwise:

"New passenger coaches are being built here for the Gravity Railroad, and will be placed upon the road by the first of October. They are now receiving the finishing touches at the hands of the painters. They will be a decided improvement in one respect, as least, over the cars now in use, and that is the seats are to run across the car instead of lengthwise. The addition of these coaches will make the road first-class and still more attractive to the traveling public." (*Carbondale Advance*, September 22, 1877, p. 3)

Two summer coaches for the Gravity line now being built in car shops:

“New Cars. / The D. & H. are building in their car shops in this city, two summer coaches for the gravity line between Carbondale and Honesdale, similar in construction to city street cars, given to the summer travel. / The platform upon each end of the cars is small, to be used only by the brakeman in the work allotted him. The sides are to be open, and eight seats arranged in comfortable style, reaching from one side of the car to the other, leaving no aisle in the center as in the common railroad coach. A small platform running the whole length of the car will be arranged for the conductor, upon which he will collect tickets and fares. Each seat will furnish room for six persons, and give them sufficient elbow room. Curtains will be placed upon each coach or use during a time of storm, and other improvements also added for the convenience of the traveling public. / Thomas Orchard, master car builder, has the work in charge, and we are assured it will be well done. / They will put them into use about April first. This must necessarily increase the ravel over the mountain, and furnish much enjoyment for excursionists. / This new addition to the attractions of this route, shows Sup’t. Manville’s determination to make every effort to gratify and serve their patrons and the public.” (*Carbondale Advance*, January 11, 1879, p. 3)

Rosser will be able to smoke cigars on the new summer cars:

“Rosser says he will like those summer cars because they will give him the outside choice, where he can smoke those cigars given him by Weiss of Honesdale.” (*Carbondale Advance*, January 11, 1879, p. 3)

D&H carpenter, Lucien Stanton, falls through the highworks at Waymart:

"A pretty severe accident occurred at Waymart, to Mr. Lucien Stanton, on Friday last, 12th inst. He is one of the carpenters of the D. & H. C. Co., employed on the line of its road. On that day, while upon the high work near Rogers' Hotel, he stepped upon a rotten plank, which gave way, and precipitated him to the ground, a distance of 20 feet. Although pretty seriously injured he is likely to recover." (*Carbondale Advance*, March 20, 1880, p. 3)

The new open coaches are popular with the public:

“The open coaches were again put on the Gravity road last week. Passengers are delighted with them, and pronounce it a charming ride from Carbondale to Honesdale or *vice versa*; just sixteen miles.” (*Carbondale Advance*, May 15, 1880, p. 3)

The car shops were struck by lightning. Workers in the shops temporarily hurt:

"The cupola of the D. & H. car shop was struck by lightning on Friday afternoon, during the heavy thunder shower." (*Carbondale Advance*, July 30, 1881, p. 3)

"The lightning struck one of the cupolas on the car shop during the storm of Friday last making a hole through it, and knocking off a board which struck a workman named Peddler on the shoulder. He was only temporarily hurt. The shock was felt by a number of persons in the vicinity. Mr. William Opie, who was wielding a hammer in the blacksmith shop, felt the shock in his right arm, which was apparently paralyzed and was lame for two hours afterward. Other workers in iron at that place also experienced some of the effects." (*Carbondale Leader*, August 5, 1881, p. 4) [See herein article about the death of Josephine Sisson Van Vorst during the same storm.]

William Passmore sustains a serious eye injury while working in the car shop:

"A serious accident happened to William Passmore while at work in the car shop on Monday. A stick of wood but an inch or so in width, and little over a foot in length, which he stuck with his hammer, flew up and struck his eye a painful blow, sufficient to endanger his sight. He visited Scranton immediately to put himself under the care of Dr. Fisher. The oculist was of the opinion that a cataract was forming and that an operation would be necessary to save the injured member. It was accordingly undergone successfully on Wednesday." (*Carbondale Leader*, September 2, 1881, p. 4)

William Passmore back to work:

"Mr. Wm. Passmore, whose eye was so severely injured while at work in the Company's passenger car shop, we are gratified to see has been able to resume work in his old place this week." (*Carbondale Leader*, November 11, 1881, p. 4)

Interesting statistics on cars built and repaired in the Gravity shops:

"For the Gravity this shop has built 4 Officer's cars, "Monitor," "Moosic," "Passaic" and "Coach 80"; 9 Passenger cars; 5 Baggage cars, 32 Summer cars and 106 Box and Flat cars. The amount of lumber used annually is about 1,250,000 feet. / The cars built at this shop are as fine as those built anywhere in the United States with exception of palace cars. The inside work is all in native wood and is something of which any city might be proud. / On the Gravity road the employees who reside in this city number 244 and the annual wages paid amounted to nearly \$110,000. In the Gravity shops 200 men are employed and the annual wages paid are about \$80,000." (Gritman scrapbook article)

"No finer day coaches than those used by the Delaware & Hudson are to be found on any railroad in the country, and they are all built at the Carbondale shops. The first passenger coaches built here were Nos. 5 and 6 and baggage car No. 2. Since 1872, there have been built at this shop for the locomotive road, 30 passenger coaches, 5 combination cars, 4 mail, baggage and express cars; 1 baggage and express car, 41 caboose cars, and 29 flat and baggage cars, besides doing the repairs incidental to the operation of a busy railroad system. / In the locomotive shops, there is some of the most modern and improved machinery to be found. The shop is illuminated by electric light. Since 1887 three passenger and eleven freight

engines have been rebuilt here, and fifty engines are now repaired annually. There is an air-brake school here, for the instruction of engineers, equipped with driver and tender brakes, and a train of four cars; also the train whistle's signal." 1890s summary, i.e., THE DELAWARE & HUDSON RAILROAD. / *It Employes 1,300 Men in Carbondale and Disburses over \$300,000 Annually* in a Gritman scrapbook

Eight new excursion cars are being built in the car shops for use on the Gravity Railroad:

"Eight new excursion cars are being built at the Del. & Hud. company's shops in this city for use on the Gravity during the coming excursion season." (*The Journal*, April 22, 1886, p. 3)

Two elegant passenger cars now being built:

"Elegant Cars for the D. & H. C. Co. / The D. & H. C. Company received four new passenger coaches from Albany Saturday for use on this division. Two others are now being built in the shop in this city, one of which surpasses in elegance of workmanship anything now on the road and rivalling many parlor cars. The interior is finished in highly polished native woods, principally curly maple, which are set off by some fine wood carving executed by a Dane employed in the shop. The coach was designed by Master Car Builder Orchard." (*Carbondale Leader*, August 24, 1886, p. 4)

Another passenger coach built in the car shops:

"The D. & H. C. Co. have just finished another handsome passenger coach in their shops in this city." (*The Journal*, October 21, 1886, p. 3).

"An infant child of William Tonkin, foreman of the D. H. car repair shop, died on Friday, and was buried on Sunday afternoon." (*The Journal*, October 21, 1886, p. 3)

Thomas C. Evans, a carpenter who worked in the D.&H. car shop, dies:

"IN MEMORIAM. / Thomas C. Evans died at Warrior Run, Luzerne county, Pa., Nov. 11th, 1886, after an illness of about twelve months, from a cancer in the face and neck. He leaves a destitute family, consisting of a widow and three little girls. Mr. Evans was at one time a resident of Carbondale. He was a carpenter by trade, and worked while here in the D. & H. car shop, of which Thomas Orchard is foreman. He was a member of Cambrian Lodge, No. 58, I. O. O. F, of this city, and was much respected by those who know him. His remains were interred at Warrior Run, Luzerne county, on the 13th inst. [I. O. O. F resolutions adopted, November 13th, 1886; signed by P. G. John R. Price, P. G. Charles A. Kase, P. G. Angus Cameron, Jr. Committee.] (*The Journal*, November 18, 1886, p. 3)

William Tonkin, the foreman of the D.&H car repair show, hurt in an accident in the car shop:

"On Monday afternoon, Wm. Tonkin, foreman of the D. & H. car repair shop, while engaged in lighting the gas in the shop for the first time, accidentally stumbled and fell into one of the pits used in repairing cars. He struck on his head and chest, and was in consequence obliged to quit work. It was at first supposed he was seriously injured, but he was able to be at his post next day." (*The Journal*, December 16, 1886, p. 3)

Another elegant passenger coach built in the Carbondale shops:

"A Handsome Passenger Coach. / The Delaware and Hudson Canal Company has added an elegant passenger coach to one of the trains running between Carbondale and this city. It is superior in finish to all other coaches in the service of the Company and is a tribute to the taste and skill of Mr. Orchard, Master Carbuilder for the corporation. The Delaware and Hudson Canal Company is taking the lead in the matter of elegant passenger coaches in this section, and this latest addition to its rolling stock is an indication of the interest which the managers take in the comfort of the traveling public.--*Scranton Republican*" (*The Journal*, December 30, 1886, p. 3)

William Boyd, who worked in the car shops, died in 1887:

"**Death of Wm. S. Boyd.** / At about 3 o'clock yesterday morning, William S. Boyd, one of our best known and most respected citizens, passed from this life, after an illness of two years, which was marked by periods of intense suffering. His disease was consumption, complicated with psoas abscess and rheumatism. / Mr. Boyd was born in Ayrshire, Scotland, in 1835, and had just passed his 52d birthday. He left his native place, and came direct to Carbondale on July 31st, 1860, and was married in December of the same year to Miss Mary Tait, a niece of the late Wm. N. Monies, also of Ayrshire, who came to this country in company with Mr. Boyd. She died February 25th, 1865. About two years later, Mr. Boyd was married a second time—to Mrs. Morrison, of Jermyn, who at the time filled the position of housekeeper to him, and who survives him. He leaves four children—two, Lizzie and James, who are grown up, being the fruit of his first marriage, and two of the second. / The deceased was a carpenter by trade, and was employed in the car department of the Delaware and Hudson Canal Company for about twenty-three years, and up to the time he was taken sick, about two years ago. / Mr. Boyd was an active and prominent member of Cambrian Lodge, No. 58, I. O. O. F., of this city. He was initiated in that Lodge June 21, 1862, and afterwards passed through the chairs. The Lodge will attend his funeral in a body. / In 1875-6, Mr. Boyd served as Common Councilman in our city government. In 1879, he was elected Poor Director for the First ward, and re-elected without opposition four years later. Last February, in recognition of his services in that office, he was elected for the third time, again without opposition. He was a man of the strictest integrity, and in his official relations discharged his duties with fidelity to the public and in a manner honorable to himself. / The funeral will take place to-morrow (Friday) afternoon, at 4 30 o'clock. Rev. E. D. Bryan, of Orange, N. J., former pastor, is expected to officiate. Interment will be in Maplewood Cemetery." (*The Journal*, August 25, 1887, p. 3)

Thomas Orchard and Alexander Wyllie visit Carbondale:

“Messrs. Thomas Orchard and Alexander Wyllie, of Carbondale, were in town yesterday. Mr. Orchard is Master Carbuilder for the Delaware and Hudson Canal Company, and Mr. Wyllie has charge of the Company’s blacksmith shops at Carbondale.—Yesterday’s *Scranton Republican*.” (*The Journal*, September 1, 1887, p. 3)

Six Gravity excursion cars will be built in the D&H shops during the winter of 1887-1888:

“Six excursion cars are to be constructed in the D. & H. shops here the coming winter, for use of the Gravity road next season.” (*The Journal*, September 29, 1887, p. 3)

George Peak nearly lost a finger in an accident in the D&H car shops:

“Geo. Peak, a workman in the D. & H. car shops here, had the little finger of his left hand nearly cut off yesterday morning by a heavy stick of timber falling upon it. Dr. Bailey dressed the wounded member.” (*The Journal*, January 26, 1888, p. 3)

Here are some very interesting statistics on D&H passenger equipment to be built during the period 1880-1890:

Passenger, Freight and Work Equipment on the Delaware and Hudson, The Delaware and Hudson Company BOARD OF MANAGERS INSPECTION OF LINES, June 2, June 5, 1927, pp. 31-32.

For the period 1880-1890:

p. 31:

During this period The Delaware and Hudson Canal Company built at Carbondale shop, six coaches and two baggage cars for the Gravity road. These cars were of substantial wood construction. The inside finish was of natural wood, with canvas headlinings painted and decorated. The exterior was painted red with gold striping and lettering. Over each journal box a rubber cushion was inserted to absorb shock. Detailed record of the cars follows :

p. 32:

Kind	Date Built	Length Over All	Height Inside	Dist. Between Centers of Trucks	Wheels Kind	Wheels Diameter	Journals	Seating Capacity	Interior Finish	Size of Window Glass
9 Coach	1882	29'3"	6'9"	21'3"	Cast	24"	2 1/8" x 4 1/4"	20	Ash	20x27
10 Coach	1882	29'2"	6'9"	21'3"	Cast	24"	2 1/8" x 4 1/4"	20	Ash	20x27
12 Coach	1887	29'4"	6'10"	21'3"	Cast	24"	2 1/8" x 4 1/4"	19	Cherry	20x28
13 Coach	1887	29'4"	6'10"	21'3"	Cast	24"	2 1/8" x 4 1/4"	19	Cherry	20x28
21 Coach	1888	29'4"	6'10"	21'3"	Cast	24"	2 1/8" x 4 1/4"	19	Oak	24x30
28 Coach	1888	29'4"	6'10"	21'3"	Cast	24"	2 1/8" x 4 1/4"	19	Oak	24x30
11 Bagg.	1884	29'2"	6'10"	21'3"	Cast	24"	2 1/8" x 4 1/4"	—	Cherry	20x27
26 Bagg.	1888	29'3"	6'10"	21'3"	Cast	24"	2 1/8" x 4 1/4"	—	Cherry	20x28

Fred Cundy went to work in the car shops as a car framer when he arrived in Carbondale from England. In 1899 he was appointed machine carpenter:

"In 1891, Mr. [Fred] Cundy, who had married shortly after being out of his apprenticeship [in a shop doing all types of cabinet and carpentry work in addition to building farm and clay wagons, the latter for use in carting potters' clay from the pits to the pottery, in St. Blazey Gate, Cornwall, England] sailed for America on the *S. S. Umbria*. / Arriving in Carbondale, where his wife's brother was employed in the Delaware and Hudson Car Shops, he was hired as a car framer by Master Car Builder Thomas Orchard, and went to work in the mill at the head of Main Street, directly in back of the division office. All Delaware and Hudson coaches and freight cars were then built by the company's forces. Mr. Cundy built the frames of hundreds of 'Jimmy' cars [see Sections 1861 and 2102], which were 12 feet eight inches long, 4 feet two inches wide, had 18- to 24-inch wheels, were of 4-foot 3-inch gauge, carried 5 tons of coal, and weighed 5,800 pounds. (In comparison, a modern composite hopper car is 35 feet long, 10 feet wide, has 33-inch wheels, is, of course, of standard gauge, carries 55 tons, and weighs 42,800 pounds.) / In 1899 Mr. Cundy was appointed machine carpenter by Mr. Orchard, who had designed and supervised the construction of the six wood-working machines in the wood mill. Mr. Orchard had a very efficient system of checking the work of a wood machine operator. When a large quantity of lumber of one size was to be cut, the first piece put through the machine had to be brought to the office where it was put in his safe. When the order was completed, the last piece was also brought to Mr. Orchard who then compared the two. If they were alike within one-thirty-second of an inch the work was approved; if not, there was a vacancy on the force. To guard against trickery, he sometimes called for the middle of a lot for inspection." (from the biographical portrait of Fred Cundy, titled "Learned Trade In England," that was published on pp. 83-84 of the June 1, 1937 issue of *The Delaware and Hudson Railroad Bulletin*).

J. E. Blocksidge, master car painter, visits England:

“Off for England. / J. E. Blocksidge, master car painter for the Delaware & Hudson company with his son Maurice will make a six weeks’ visit to England and leaves on Thursday. W. H. Crideford, of the general office of the Delaware & Hudson, also goes and intends to make his home in the old country. Mr. Crideford has identified himself while here with several good causes in the city. The Young Men’s Christian association will miss him and the Trinity church choir will suffer a loss. Several friends made him presentations as marks of respect. His place at the office has been assigned to Z. Evans, an employe of the company for some time past, lately at the freight house. . .” (*Carbondale Leader*, July 13, 1892, p. 4)

More Gravity coaches now being built in the D&H car shops:

“NEW GRAVITY COACHES. / Being Now Turned Out of the Shops in This City. / A new coach, No. 28, is now being run on Conductor Hubbard’s narrow gauge train between this city and Honesdale. It is finely finished, and is warmed by a Baker heater, hot water being used, which is carried in pipes along each side of the car, furnishing an equal supply of heat throughout the entire coach. All of the covered cars, in daily use, are to be supplied with similar heaters. / Two new coaches are being built in Master Car Builder Orchard’s shop in this city for use on the Gravity. They will be somewhat longer than the present ones, affording seating capacity for three more passengers.” (*Carbondale Leader*, November 11, 1892, p. 4)

Pneumatic car painting machine introduced:

“A PNEUMATIC CAR PAINTER. / A New Device That Has Done Away With Brush Painting. / The Kansas City, Fort Scott & Memphis Railway is now using in its shops in Kansas City a pneumatic car painting machine. Though the machine has only been in use three days Frank Crocker, master painter, says it has been very satisfactory as a material and labor saving device. A freight car can be painted with it in one hour while by the old method it takes an experienced man from two to three hours to do the same work. If the new machine continues to prove a success it will be a death blow to car painting by the old method. / The painting machine is very simple and so small that a painter can easily lift it with one hand. The paint is placed in a gallon can provided with a handle. A 3/8-inch brass tube enters the side of the can near the bottom, passes up the outside and connects with another tube a foot long, which is fastened across the top of the can. To this tube is fastened a rubber hose attached to an air compressor. Both tubes are supplied with valves, the top one to turn on the air and the side one to regulate the flow of the paint. / The air in passing through the top tube draws the oil out of the can by suction power, through the side tube and throws it against the car in the form of mist. The painter, standing five feet from the car can throw a spray of paint three feet in diameter. / Besides saving material and labor another great advantage the pneumatic painter has over the man with a brush and can of paint is that it applies the paint to the car with uniform thickness and with great force. The paint is driven into the smallest crevice or hole in the car and this enables the painter to reach points under the car roof where the man with a brush would be able to make little headway. / So far only freight cars have been painted with the machine. Mr. Crocker has not used it on passenger coaches, on which several coats of paint and varnish must be placed. The new machine is an invention of Mack Mastin of the Illinois Central Railway.” (*Carbondale Leader*, January 4, 1898, p. 7)

New baggage coach to be built at the passenger car shops:

“A NEW COACH. / A new baggage coach is being constructed at the Delaware and Hudson passenger car shops in this city. When completed it will be a great acquisition to the rolling stock on the Pennsylvania division.” (*Carbondale Leader*, February 4, 1898, p. 5)

Man found dead near the car shop switches:

“AN UNKNOWN MAN KILLED. / Found Dead This Morning on the Ontario Track Near the Wire Bridge—A Letter the Only Clue. / An unknown man was found dead this morning on the Ontario track near the car shop switches of the Delaware & Hudson road. The pusher was going to the yard when the crew noticed the body lying alongside the rails. The engine was stopped and examination showed that the man had been dead for some time. Word was sent to undertaker Purple who took charge of the remains. The man was evidently killed by a train and it is supposed that the accident occurred late last night. One arm is cut off near the shoulder and one of his feet is gone. It is possible that the man was not killed instantly but that he lay along the track after the accident and bled to death. Except for the injuries to his limbs no serious wounds are perceptible. None of the train crews have any recollection of anything that would indicate the time of the accident. / Dept., coroner Spaeth was notified of the finding of the body and viewed the remains. He did not deem an inquest necessary, as every evidence showed an accidental death. The man is a stranger here. Nothing was found on his body by which he could be identified except a letter. It was addressed to ‘John Beckett, 88 South Canal street, Wilkes-Barre, Pa.’ The letter was dated Hazleton, May 10, 1898, and read as follows: “Mr. John Beckett, Wilkes-Barre. Dear Sir: Yours of ninth received, and in reply will state that I cannot ship tools until you remit me two dollars. (Signed) J. Friedlander.’ Undertaker Purple has gone to Wilkes-Barre to endeavor to locate the man’s friends if he has any there. / The dead man was apparently about thirty-eight years of age. He was of medium height and weight, dark complexion, and had a black mustache. It is thought that he is the same man who has been seen about town for the past two days. He was heard to make inquiries for a cheap lodging house. A trainman says he talked with just such a man in Carbondale yard recently. The man said he had been with a circus which broke up in Massachusetts. He wanted to get to Wilkes-Barre. It is possible that he was riding on a freight or coal train and fell between the cars. In such a case he would easily have passed unnoticed, while if he had been run down while walking, the engine crew would likely have been aware of the accident. The man bears a mark on his left side, showing that he has been the victim of a previous accident.” (*Leader*, June 25, 1898, p. 5)

George D. Dimock worked as a car builder for the Gravity road; his son Benjamin, as a car repairer:

George D. Dimock worked as a car builder for the Gravity road for over 50 years. In the biographical portrait of his son, George H. Dimock, in *Portrait and Biographical Record of Lackawanna County Pennsylvania*, pp. 236-37, we read: "George D. Dimock was born in Wayne County, Pa., and in 1865 removed to Carbondale, where he now [1897] makes his home in Canaan Street. Throughout his entire active life, a period of more than fifty years, he has been in the employ of the Delaware & Hudson

Canal Company, and during much of this time has worked as a car builder for the Gravity road. Though now seventy-six years of age, he is still quite hale and strong. . . By his marriage to Sarah Swackhamer, a native of New Jersey, George D. Dimock had four sons and two daughters, namely: Benjamin, who is employed as car repairer for the Delaware & Hudson Company; William W. foreman on the Gravity road, George H., who was born in Wayne County, April 18, 1850. . . In October, 1865, he [George H.] began to work on the Delaware & Hudson Railroad and for four years was employed as brakeman on the Gravity road, after which he was fireman on the steam road for six years. He was then [1886] promoted to his present position of engineer."

Boies Steel Wheel Company:

The Boies Steel Wheel Company, located on Ash Street, between Jefferson and Adams, in Scranton, was established in 1886. Their principal product was the No. 2 wheel, which were used by railcars on some 200 railroads The D&H and Erie & Wyoming Valley roads both had sidings to this company, which suggests that the wheels produced there were used on the cars on those railroads. The Boies Steel Wheel Company was not a component of the D&H Shops, but since wheels produced by the Boies company were installed on D&H railcars in the Gravity Shops, it seems appropriate to include this material on the Boies Steel Wheel Company in this discussion of the D&H Gravity Shops.

In Portrait and Biographical Record of Lackawanna County Pennsylvania, pp. 546-47, we read the following about the company and its superintendent:

"JOSEPH M. BOIES, superintendent of the Boies Steel Wheel Company, director in this and the Moosic Powder Company, vice-president and director of the Jermyon Electric Light & Power Company, and one of the influential citizens of Scranton, was born in this city, August 8, 1873, the son of Col. Henry M. Boies. In The School of the Lackawanna, under Professor Buell, he prepared for Yale, which he entered in 1892, graduating in 1895 with the degree of B. S. After graduation he was for one year clerk in the office of the Moosic Powder Company and during this time gained a knowledge of the powder business. / In November, 1895, Mr. Boies was given the position which he now occupies, that of superintendent of the Boies Steel Wheel Company, located in Ash Street between Jefferson and Adams, and occupying about two blocks. Electricity is generated by a fine modern and well equipped plant in the building and is used for light. The principal product is the No. 2 wheel, which is manufactured from rough scrap and used in cars adopted by the best companies, aggregating some two hundred roads. The principal buildings are the hammer shop, two machine shops, boiler house, and gas house for producing the gas heat that heats the metal to form the center. Easy facilities for transportation are furnished by siding from the Delaware & Hudson and Erie & Wyoming Valley roads. The works were established in 1886, but were enlarged and finally built up on this plant. The company was the first to adopt the present mode of manufacturing wrought iron wheels and it has been successful from the beginning."

Locomotive Repair Shop**More on Will Histed and other members of the Histed family with D&H connections:**

"William H. Histed, conductor on the Delaware & Hudson Railroad, with residence at No. 14 Wyoming Street, Carbondale, has been in the employ this company since the age of fourteen years and through his long and efficient service has won a high place in the regard of superior officials. He was born in Waymart, Wayne County, Pa., February 14, 1851, the son of Stephen and Adelia (Bunnell) Histed, of whom the latter died at the age of about thirty-five. Stephen Histed was born in Otsego County, N. Y., later lived on a farm near Honesdale, Pa., and then entered the employ of the Delaware & Hudson Canal Company, with whom he has since remained, making more than a half century with the same concern. For forty-five years he has resided at Waymart and has operated a stationary engine on the Gravity road. / The children born to the union of Stephen and Adelia Histed are named as follows: William Horace, of this sketch; Oscar E., who is employed as engineer on the Delaware & Hudson Railroad; Andrew, formerly an engineer, who was killed on the same road; Sarah, wife of Boyd Case, a freight conductor residing in Carbondale; and Hortense, wife of Thomas Cooper, who is connected with the gravity road at this point. . . / The first work in which our subject engaged was on the cars at the foot of Gravity Plane and after a time he secured a position as brakeman on a gravity coal train. Later he was transferred to a construction train, during the building of what was then called the Valley road, a part of the Delaware & Hudson. On the completion of the road he became brakeman on a coal train, then conductor, afterwards was made conductor on freight and accommodation trains, and finally was promoted to be conductor of passenger trains in November, 1886. This position he has since held. He gained it by merit and has held it by fidelity to its duties. Known to be competent and trustworthy, has the regard of the officials of the road and of the traveling public. / September 5, 1877, Mr. Histed was united in marriage with Sarah, daughter of the late George and Olive (Starkweather) Hubbard, natives of Connecticut, but residents near Waymart, Pa., for many years prior to their death. . . In youth he [William H. Histed] alternated with his brother, attending school for three months and then working for a similar period, and in this way the foundation of his education was laid." (*Portrait and Biographical Record of Lackawanna County, PA*, pp. 374, 377)

Many new improvements, including the installation of electric lights, in the D&H locomotive shop:

"A number of improvements have been made in the Locomotive Shop during the past few months which have largely increased its capacity for turning out work. The placing of the electric light in the shops was a long step in the right direction and under its brilliant light the men can work as well by night as by day. The machines have all been numbered and painted and now look like new ones. Two new machines have lately been received and placed in working shape. These consist of a large lathe, and a stud and bolt machine. Geo. Fisher sharpens the tools for the new lathe and will now do fast work with any one in the country. He is also very tidy and can be found most any time polishing some bright work or carefully blowing the dust and turnings from

his machine. The stud machine supplies a long needed want and turns out patch bolts, studs, etc. in the greatest profusion The increase in the number of engines on this division has largely increased the work of this shop and has made the addition of new machines a necessity. As fast as one engine is turned out another stands ready to take its place in the shop. Engine 9 was the last to come out and in her place engine 2 goes in.” (*Carbondale Leader*, March 9, 1883, p. 3)

Tire turning machine now in place in the locomotive shops:

“The locomotive shop has received an addition to its tools in the shape of a tire turning machine. A large hole is being made in one side of the brick wall of the shop to accommodate it. Work can then be done here which heretofore had to be done in Scranton.” (*Carbondale Leader*, June 8, 1883, p. 3)

New lathe installed in the D&H locomotive repair shop:

“The new 79-inch wheel lathe is now in its place at the locomotive shop. It is a very fine machine. Pat. Haran, of Green Ridge, takes the new machine and Will Hubbard will run Haran’s lathe.” (*Carbondale Leader*, August 31, 1883, p. 2)

Two conductors go hunting on the Moosic Mountain:

“Will Hubbard, of the locomotive shop, and Will Histed, conductor on the valley road, came up the mountain last Monday morning and spent the day in looking after something to shoot.” (“GRAVITY NOTES,” *Carbondale Leader*, October 12, 1883, p.2)

Charles E. Rettew became master mechanic of the Pennsylvania Division of the Delaware & Hudson Railroad and of the locomotive shops:

Charles E. Rettew, born May 14, 1847 in Lancaster County, PA. In 1873 he married Alice Card, from Easton, PA. In 1885 he came to Carbondale to serve as master mechanic of the Pennsylvania Division of the Delaware & Hudson Railroad and of the locomotive shops; later served as Mayor of Carbondale.

"December 1, 1885, Mr. Rettew came to Carbondale, where he has since held the position of master mechanic of the Pennsylvania Division of the Delaware & Hudson Railroad and of the locomotive shops. His entire active life having been spent in the railroad business, he is thoroughly familiar with every detail of its different branches. He is a hard worker, a careful manager, and very popular with the army of men in his employ. . . In 1889 the Republican friends of Mr. Rettew determined to run him for mayor of Carbondale. There was but little hope of his election, for two score years had passed since a Republican had been successful in winning

that office, but he accepted the nomination. His personal popularity among the workingmen of the city, as well as the better classes of both parties, gave him the election by a good-sized majority. It is said that he was one of the best mayors the city has ever had. During his administration of three years many of the present substantial improvements were made. The city hall was commenced, as well as other improvements that added much to the place. To this position he carried the same spirit of industry that has ever characterized him. Both in public and private he is exact, methodical and judicious, and has guarded well the best interests of his fellow citizens and town." (*Portrait and Biographical Record of Lackawanna County Pennsylvania*, pp. 270-72)

The locomotive shop was a busy place:

“The Locomotive Shop’s Work for 1887. / There is no dearth of work at the Locomotive shops of the D. & H. C. Co. just now. Yesterday many of the men put in fifteen hours, and now that the electric lights are in good running order again, there is probability of considerable over-time work. Master Mechanic Rettew has under his charge nearly seventy hands in the locomotive and boiler shops and round houses who are cramped for room. The enlargement of the shop which will take place in the spring will give facilities for more work and better work than can be done now. A dozen more hands, perhaps, will be employed, and men’s elbows won’t touch in their work. Engine 45 was turned out this week, the last for the year, making a total for 1887 of 21 engines repaired. Here are some notes picked up by a scribe: / No. 2 is in the shop to have a spark arrester put on. Engine 32 is also in for repairs. / Mr. Love spent Christmas in Kingston with relatives. Mr. Love is one of the oldest machinists in the company’s employ. / Augustus Monnie has been on the sick list since Monday last. / Frank Burrows has just returned from a holiday visit in Deposit, N. Y.” (*Carbondale Leader*, December 30, 1887, p. 4)

Alexander Simpson, the superintendent of the D&H repair shops, was born in Pottsville:

In 1897, Alexander Simpson was superintendent of the repair shops of the Delaware & Hudson Canal Company. We learn more about the man and his work career from the biographical portrait of him that is given in *Portrait and Biographical Record of Lackawanna County Pennsylvania*, 1897, pp. 692, 694: "ALEXANDER SIMPSON, superintendent of the repair shops of the Delaware & Hudson Canal Company, and formerly city treasurer of Scranton, was born in Pottsville, Pa., February 8, 1835. . . . At the age of seventeen he was apprenticed to the machinist's trade in New York City, under the Novelty Manufacturing Company, with whom he remained from 1852 to 1855. On his return to Pennsylvania he became locomotive engineer for the Trevorton Coal & Railroad Company, but in the spring of 1862 resigned that position and came to Scranton, where he secured work with the Delaware & Hudson Canal Company. Times were very dull then and he was glad to get work even at a salary of only eighty-two cents a day; however, he proved so efficient that in August of the same year he was made stationary engineer. After twelve months he was employed in superintending the building of machinery and putting up engines for coal breakers. Since 1864 he has been master mechanic in the coal department of

the Delaware & Hudson Canal Company. Inquiry in regard to the repair shops here develops the fact the he founded the business, starting it 'with a monkey wrench' as he is accustomed to say, and gradually building up the enterprise and enlarging the buildings until there is now a foundry, machine and carpenter shop, and other needed departments of work. Though he has a residence on the hill in Providence, he lives in East Market Street, adjoining his shop." Alexander Simpson married Jane Foulds. Two of their eight children had railroad or mining affiliations: Alexander F. was a pattern maker with the Pennsylvania Coal Company, and Walter W. was a machinist in the Delaware & Hudson shops. Three of the siblings of Alexander Simpson, the father, also had D&H affiliations: John T. was a stationary engineer with the D&H in Scranton; Thomas A., was an employe of the D&H; and Frank W., who was an engineer for the Delaware & Hudson at Olyphant.

New Lathe in Locomotive Repair Shop Run by Robert Whitfield:

"Among the skilled mechanics employed at the Delaware and Hudson shops in this city none are happier today than Robert Whitfield. He is now presiding over a lathe of the latest improved make and which is capable of turning out a much greater amount of work than any similar machine that has been in use at the company's locomotive repair shop. It is one of the most expensive machines made and had much admiring attention from mechanics since placed in position. It was received from the Boston machine works." (*Carbondale Leader*, January 6, 1898, p. 5)

Fifty engines are repaired annually in the D&H locomotive shops:

"In the locomotive shops, there is some of the most modern and improved machinery to be found. The shop is illuminated by electric light. Since 1887 three passenger and eleven freight engines have been rebuilt here, and fifty engines are now repaired annually. There is an air-brake school here, for the instruction of engineers, equipped with driver and tender brakes; and a train of four cars; also the train whistle's signal." 1890s summary

J. J. Brennan, of the locomotive shop in Carbondale, will become foreman in the machine shops of the Long Island Railroad company:

"SAYING GOOD-BYE. / Many Friends Gather to Wish J. J. Brennan Success in His New Field on Long Island. [Communicated.] / John J. Brennan of the locomotive shop left this city Saturday night on the 10:50 train for Richmond Hill, Long Island, where he has accepted a position as foreman in the machine shops of the Long Island Railroad company. Mr. Brennan served his apprenticeship in the Delaware & Hudson shops in this city for a time and had charge of the running repairs for the Erie railroad here. He went to Chicago in 1886 and worked for the Union iron works. He left there for a more lucrative position in Roanoke, Va. In 1898 he returned to Chicago and worked for the Monon system. / His wide experience will help him greatly to overcome any obstacles that may arise in his new position. That Mr. Brennan is held in high esteem by his fellow workmen was clearly demonstrated on Saturday night by the number of shopmen that were at the city station fully an hour before train time. As Mr. Brennan

approached the station his friends gathered around him and P. F. McDonnell said: / 'Mr. Brennan you see around you the familiar faces of your fellow shopmates whose sole purpose for being here is to wish you God-speed and success in your undertaking. Friendship is likened unto a great structure supported by a million cables or girders no one of which could be ruthlessly torn away without the others feeling the stress. It is the same with mankind. After a man has adapted himself to his surroundings and become a congenial support to the social structure he cannot be suddenly drawn away without his friends feeling they have suffered a loss. But this is not an occasion for long faces that hang like a funeral pall. It is rather an occasion for rejoicing for one of our friends is about to take a step upward on the ladder of advancement, which but too rarely falls to the lot of the average workmen of our craft. / 'Mr. Brennan you are about to leave the home of your boyhood and seek a new one among strangers. A man's home is anywhere he sets his tent they say, but his friends are not always there. They say that the world owes every man a living. Perhaps it does. But I regret that the conditions are not such that we might compel it to meet its obligations with a little more promptitude. If the old saying is true that human nature is the same everywhere and I begin to believe it is for I saw in the newspaper the other day that Aguinaldo was after the mighty dollar; if the poor uncultured savages of the Philippine archipelago have already grasped the governing principle of the nineteenth century you can have nothing to fear by going to Long Island. We believe that being among strangers will be a decided advantage to you as you will have no friends to favor. But you can treat all alike regardless of race, color or creed. / 'I now have the pleasure of presenting to you a box of fine Havanas from your best friend J. Lynnady. While on your way to your new post of duty, you will have many things to think of but whenever you smoke one of these it will remind you of old times. We all join in wishing you good luck and success.' Max Loud." (*Carbondale Leader*, May 1, 1899, p. 6)

H. H. Major of the locomotive shops presented with gold watch:

“HONORED BY EMPLOYEES. / Chief Clerk H. H. Major Presented With Remembrances on Leaving the Employ the D. & H. / The employes of the Delaware & Hudson Locomotive shops of which H. H. Major was chief clerk met on Thursday afternoon and with many words of commendation and praise for his kindness in the past and well wishes for the future presented him through Robert Brodie with a beautiful gold watch. / The office men represented by William Hubbard also presented him with a gold headed cane. / Mr. Major was so greatly surprised and overcome by the proceeding that it was with difficulty that he spoke his thanks and amid many hearty ‘good byes’ he severed his connection with them to accept his new position in Alamogordo, N.M.” (*Carbondale Leader*, September 30, 1899, p. 5)

Lumber Department

Earl M. Peck was superintendent of the lumber department of the D&H:

"EARL M. PECK, superintendent of the lumber department of the Delaware & Hudson Railroad at Carbondale, was born in Aldenville, Clinton Township, Wayne County, Pa., June 24, 1838, and is a son of Reuben and Sallie Ann (King) Peck, natives of Mount Pleasant, that county. The Peck family was represented among the early settlers of Connecticut, whence our subject's grandfather, Rev. Elijah Peck, a native of Litchfield County, removed to Pennsylvania and became a pioneer preacher of the Baptist Church in Wayne County and vicinity. / . . At different times while a boy he [Earl M. Peck] was employed in various positions on the Delaware & Hudson Railroad. In 1865 he came to Carbondale to accept the position of assistant to Emons Eaton, who was then in charge of the lumber department, and a few years later was promoted to be superintendent of that department, a position he has filled ever since with marked ability. He is a careful, conservative business man, and guards well the interests of the company. / In 1867 Mr. Peck married Miss Emeline M. Ledyard, of Mount Pleasant, Pa. They are the parents of an only son, Emons L., who is preparing for the medical profession in Bucknell University, at Lewisburg, Pa." (*Portrait and Biographical Record of Lackawanna County, Pennsylvania*, 1897, p. 402)

Sixty thousand feet of lumber destroyed in fire in rear of shops:

"About one o'clock on Sunday morning the whistle at Davis's plane awoke the town from its slumbers by blowing blast after blast for a fire in the First Ward. The first alarm was quickly followed by a second, and from the long-drawn-out alarm the town knew that some of the company's property was known to be or thought to be on fire. A third alarm was sounded and a team was taken to the engine-house and the engine was drawn to the scene of the fire which proved to be in one of the large lumber piles in rear of the shops. The lumber burned rapidly, and the diminutive streams of water which the firemen were able to throw on the flames produced not much effect. It was seen that the two large piles which were on fire were destined to be destroyed, and efforts were directed to saving the lumber near by. There was a large crowd at the fire, and many employes of the company had pails with them. Sixty thousand feet of lumber

were destroyed and the damage is said to have been between three and four thousand dollars. The fire was undoubtedly the work of some fire-fiend whose motive in destroying the property it is impossible to conjecture. That it was the work of an incendiary no one doubts; and it is hoped that the scoundrel may be found out and punished. By two o'clock the piles were nearly consumed and the spectators left. Many ludicrous scenes are said to have taken place on the way to and at the fire." (*Carbondale Leader*, February 3, 1877, p. 3)

Will Burrell injured his spinal cord in an accident in the carpenter shops:

"**A Serious Accident.** / Will Burrell, an employe in the Del. & Hudson carpenter shop in this city, while moving some heavy timbers near the shop on Monday morning, strained himself in such a way as to wrench and injure his spinal cord, and fell instantly to the ground. His fellow workmen rushed to his assistance. He was taken to his home on Laurel avenue, and Dr. Bailey summoned. He soon returned to consciousness, when it was found that his lower limbs were paralyzed as the result of the injury to the spine. He is steadily improving and slowly recovering the use of his limbs. He is a brother-in-law of Lucius Marshall who was killed in Scranton the same morning." (*The Journal*, February 23, 1888, p. 3)

Chance meeting with a grandson of William R. Burrell:

On August 16, 2014, Bill Burrell (570-282-0181, wburrell@aol.com) spoke to S. Robert Powell and gave the Carbondale Historical Society copies of 24 photos that were taken on March 22, 1926, during the installation of the new turntable in the Carbondale D&H yard on that day. Bill Burrell: "My grandfather, William R. Burrell, was the head of the D&H carpentry shop. He had two sons: (1) George C., who was an electrician for the D&H, and (2) William Burrell, my father, who was the Carbondale fire chief. These photos are from George Burrell (burrellg@aol.com), who is the son of George C. Burrell. In one of these 24 photos, George C. Burrell can be seen in the upper control cabin at the turntable. At one time, there was a Burrell's pond in the D&H yard."

William N. Seely, D&H carpenter, killed instantly:

Truck accident (truck overturned on highway) at the Jermyn overpass on the Carbondale / Scranton highway on May 9, 1958. He was born on August 12, 1898 at South Canaan, PA, the son of Benjamin and Eunice (Skinner) Seely. His earthly remains are interred in the East Canaan Cemetery. His granddaughter, Diane Nickels from Owego, NY phoned the Carbondale Historical Society on February 16, 2015 to request a photo of the D&H yard in Carbondale.

Delaware & Hudson Carpenter Shop about 1898. Newspaper clipping, possibly from the *Scrantonian* of November 18, 1956, in the collection of the Lackawanna Historical Society.



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Machine Shop

The head of the Machine Shop was the D&H Master Mechanic.

In 1860, James Dickson, Superintendent of the Machine Shop, was presented with a gold watch by his co-workers and colleagues:

“Presentation to James Dickson, Esq., Sup’t of the Machine Shop. / The workmen employed in the Machine Shop of the Delaware & Hudson Canal Co., on Saturday evening last, presented their Foreman, Mr. JAMES DICKSON, with an elegant Gold Watch. It was got up expressly for the occasion, with an appropriate inscription engraven upon it. The presentation took place at the shop, immediately after closing work for the day. / Mr. JAMES VANNAN, Sen., made the presentation as follows-- / Mr. DICKSON—At a meeting held by the workmen under your charge, it was unanimously resolved to present you with a testimonial of their esteem for you, as a man, and a superintendent—and they have kindly appointed me to act as their representative. It gives me the greatest pleasure now to present you in their names with a Gold Watch, bearing this inscription on the inner case: / ‘Presented to James Dickson, Esq., by the Workmen under his superintendence, in the Delaware & Hudson Canal Co.’s Machine Shop, as A MARK OF THEIR ESTEEM. Carbondale, Pa., January 1st, 1860.’ / I hope you may long be spared to wear it, and that every time you look at it you may remember that amongst the operatives of the Delaware and Hudson Canal Co. you have many warm friends. I may here observe as proof of the harmony and friendly feeling which exists between us, that there are many of the men which now surround you who have been in the employ of the D. & H. Canal Co., for ten, fifteen and twenty years, the greater part of which time they have been under your superintendence. / We have now come to the close of another year; many of us, as well as yourself, have grown gray in the service.—May the year we are about to enter upon still be marked by the same harmony which has been so conspicuous in past years, and may Mrs. Dickson and you be long spared to enjoy health and happiness, and when your race on earth is run, may you both receive in Heaven a richer reward than anything earth can afford. / To which Mr. Dickson responded as follows: / GENTLEMEN—I was taken by surprise when I was made acquainted with the object of this meeting—but the surprise certainly was a very agreeable one.—When I look at this beautiful time-piece—a gift worthy to be presented to any one who may stand in a more exalted position than I now occupy—it is with much pleasure, for I know, by this, that I have gained your confidence and respect—and with that confidence and our united efforts we shall always be able to attend strictly to the interests of our employers, and also to perform anything that may be required at our hands by our Chief Engineer, C. P. WURTS, Esq., with satisfaction and dispatch. / And now, Gentlemen, in conclusion allow me to tender you, one and all, my sincere acknowledgements for this mark of your esteem, and rest assured, when I look upon this beautiful time-piece, its associations will awaken in me feelings of kindly remembrances, whereby those who now surround me will not be forgotten. / The workmen now gave three cheers for their Foreman, after which they adjourned, to meet at the House of Mr. Gorman, at the invitation of Mr. Dickson.—Here an oyster supper was served up, after which appropriate sentiments were given and responded to by the different workmen. / The party broke up early, and all went home well satisfied with the proceedings of the evening. / [In this connection it is proper to state that the valuable watch presented on this occasion, and the one presented to Mr. Traphagan on a previous occasion, were both obtained and furnished by Mr. W. BURR, of this city. His excellent judgment of articles in his line is well attested in these as in other cases.]”

(Carbondale Advance, January 7, 1860, p.2)]

Andrew Wyllie succeeded James Dickson as Master Mechanic. The Blacksmith Shop split off from the Machine Shop, and Andrew Wyllie became the head.

Regular weather reports by Merrit Wilson, watchman at the D&H Machine Shops, to the *Carbondale Advance* in the period May 13, 1871—February 10, 1872 are known to exist. Reports beginning possibly earlier than May 13, 1871 and continuing later than February 10, 1872 may well also exist and were sent to the paper. Wilson's report for October 5-12, 1871 (from the *Carbondale Advance* of October 14, 1871, p. 3) is reproduced below. Thirteen additional weather reports from Merrit Wilson at the D&H Machine Shops are given in the Appendix in this series. The idea for these weather reports may well be that of the night watchman at Plane No. 7, who sent a report to the *Carbondale Advance* for the month of April 1870. Here, then, is Wilson's report for October 5-12, 1871:

STATE OF THE WEATHER				
and Temperature, kept at the Delaware & Hudson C Co.'s Machine Shop, Carbondale.				
Oct. 5th	— 6 P. M.,	Thermometer,	63 deg.	Clear.
"	" —12 midnight,	"	51	Cloudy.
"	6th— 5 A. M.,	"	54	Cloudy.
"	" — 6 P. M.,	"	54	Cloudy.
"	" —12 midnight,	"	50	Cloudy.
"	7th— 5 A. M.,	"	44	Hazy.
"	" — 6 P. M.,	"	48	Clear.
"	" —12 midnight,	"	32	Clear.
"	8th— 5 A. M.,	"	30	Clear.
"	" — 6 P. M.,	"	54	Hazy.
"	" —12 midnight,	"	40	Clear.
"	9th— 5 A. M.,	"	37	Clear.
"	" — 6 P. M.,	"	62	Clear.
"	" —12 midnight,	"	46	Clear.
"	10th— 5 A. M.,	"	42	Clear.
"	" — 6 P. M.,	"	65	Clear.
"	" —12 midnight,	"	62	Cloudy.
"	11th— 5 A. M.,	"	60	Cloudy.
"	" — 6 P. M.,	"	43	Rain.
"	" —12 midnight,	"	46	Cloudy.
"	12th— 5 A. M.,	"	44	Rain.
MERRIT WILSON Watchman.				

Matthias Spreicher became foreman of the D&H machine shop in 1876:

"MATTHIAS SPREICHER, foreman of the machine shop of the D. and H. Canal Company since 1876, and in the employ of the company at Archbald, was born in Germany, in 1845, and married Francisca Willz, of Archbald." (1880, p.452E)

At the time 1880 was published, Pierce Butler and S. H. Dotterer were master mechanics for the Delaware and Hudson Canal Company:

"PIERCE BUTLER, master mechanic of the Delaware and Hudson Canal Company's gravity railroad, was born at Kingston, Luzerne county, October 13th, 1831. He married Catharine Kelley, of Wurtsboro, N. Y., who died August 14th, 1874. His second wife was a Miss Fanny P. Wood, of Newark, N. J. Mr. Butler was formerly a machinist." (1880, pp. 452 A-B)

"S. H. Dotterer, master mechanic of the Delaware and Hudson Canal Company, was born in Reading, Pa., July 24th, 1837. He married Henrietta Trowbridge, of Great Bend, Susquehanna county. He was formerly an engineer." (1880, p. 452C)

Fire alarm bell in machine shop sounded for a fire on Church Street:

"Alarm of Fire. / At 11 o'clock on Thursday forenoon, the Machine Shop bell sounded an alarm of fire. The building at the head of Church street, owned by Judge Dart, known as "the Barracks," and occupied as a tenement house, was discovered to be on fire in the roof. Hose was immediately attached to an adjacent hydrant, and the fire was soon drowned out." (*Carbondale Advance*, August 22, 1874, p. 3)

New machine shop buildings to be built in Carbondale:

"Mr. Samuel Dotterer, master mechanic of the D. & H. shops at Green Ridge, has removed with his family to this city, and now occupies C. P. Jadwin's house on Church street. The removal of Mr. Dotterer to our city is necessitated by the transfer of the shops, which will hereafter be added to our industries. When the new buildings now in contemplation are erected, it is believed many more mechanics will find a residence here. Welcome, we say, to Mr. Dotterer and the new shops, and may our city continue to increase and multiply both in industries and population." (*Carbondale Advance*, April 10, 1875, p. 3) S. H. Dotterer was master mechanic of the D&H shops in Carbondale from 1876 to his death in 1885.

New machine shops in Carbondale are just about completed:

"The New[Machine] Shops. / The new shops of the Delaware & Hudson Canal Co. are in a fair way of completion; in fact, it might be said they are completed so far as superstructure and walls are concerned. About a year ago the idea was conceived of removing the machine shops of the company from Green Ridge to a new location. It is near the junction of the Jefferson and D. & H. railroads. The main building in dimensions is seventy-five feet by one hundred and forty feet. The engine house is eighteen by sixty. It is supposed that the building will be finished so that operations can be commenced by the operatives on the first of the year." (*Carbondale Advance*, September 23, 1876, p. 3)

Many of the machinists who work in the new D&H machine shop are from Green Ridge:

“The D. & H. C. Co.’s new machine-shop on the ‘flats’ is as yet of no benefit to Carbondale mechanics, as it was thought at one time that it would be. It was boastingly asserted by certain subordinates in the monopoly’s employ that, when the shop was completed, work would be given to large number of Carbondale machinists. The few men now employed in the new shop live at Green Ridge with their families. They ride on the little road to and from their work every day. They are of no use to Carbondale, and will not be unless they move here.” (*Carbondale Leader*, March 24, 1877, p. 3)

Eli Birs is named assistant master mechanic:

“Eli Birs entered upon his duties yesterday as assistant master mechanic. He has been in the employ of this company about 21 years and deserves this promotion.” (*Carbondale Leader*, April 21, 1885, p. 1)

Joshua Billings was in two accidents in the machine shop:

“Joshua Billings, fireman at the D. & H. machine shops here, while oiling the shafting on Monday morning, fell from the ladder into a pile of castings, severely bruising himself about the head and arms. No bones were broken.” (*The Journal*, November 17, 1887, p. 3)

“Joseph Billings, fireman at the D. & H. gravity machine shop, had the fingers of one hand badly crushed by the cars on Tuesday. Dr. Bailey dressed them.” (*The Journal*, December 22, 1887, p. 3)

9927.6

Office Building

For detailed information on the offices of the D&H in the period from the beginning of the Company up to 1864, see Section 5926 of the volume in this series on the 1859 configuration of the Gravity Railroad.

In 1859, a first-class office building was erected by the D&H on Main Street in Carbondale:

”The New Office erected by the Company in this place this season, is nearly completed and ready for occupancy. It is one of the best and most substantial structures of the kind in the State. It is far the best of which we have any knowledge.” (*Carbondale Advance*, December 17, 1859, p. 2)

Here is the Johnson photograph, dated 1860, of the 1859 corporate headquarters of the Delaware and Hudson Canal Company on North Main Street in Carbondale. The original of this photograph is in the archives of the Wayne County Historical Society, Honesdale.

The first home of the Young Men's Library Association, later to be known as the Carbondale Public Library. Located on the second floor of the D&H office Building at the south end of the building, "It contains six large windows which afford light from three sides. The shade trees in front will add to the cheerfulness of the room in summer." (see p. 269, below)

OFFICE AT CARBONDALE,
DEL. & HUDSON CANAL CO.



In 1865, an addition was placed on this building.

Young Men's Library Association

In the winter of 1874, a number of young men in Carbondale met for the purpose of establishing a library, to be known as the Young Men's Library Association. At that time Rollin Manville, of the D&H, offered the use of large room over the D. & H. C. Co.'s office as a site for the library. This we know from a notice that was published in the *Carbondale Leader* of February 21, 1874:

“A preliminary meeting, looking to the organization of a public library was held Thursday evening by a number of young men of this city. A committee was appointed to wait upon citizens and secure subscriptions conditional upon an organization. Mr. R. Manville has kindly offered the use of the commodious room over the D. & H. C. Co.'s office, and Hon. J. B. Van Bergen has offered to donate \$100 provided the association will secure a library worth \$1,000. The movement is deserving of the hearty co-operation of all having the interest of the city at heart.” (*Carbondale Leader*, February 21, 1874, p. 3).

In March, 1874, an organizational meeting of the subscribers of the public library met at City Hal. Committees were formed. Officers and directors were elected:

“A meeting of the subscribers of the public library which will soon be established in this city was held at the City Hall on Monday evening. The various committees, which were appointed at the last meeting, made their reports, and a catalogue of books, from which the selections will be made, was submitted. The Committee on Constitution and By-laws furnished a constitution and by-laws which were adopted. Fifteen hundred dollars have been subscribed, and a portion of the money has been collected. Enough has already been subscribed to purchase over six hundred volumes. The following named gentlemen were chosen directors: Rev. R. B. Peet, R. Manville, J. B. Van Bergen, E. E. Hendrick, O. D. Shepherd, E. Francis, E. M. Peck, J. W. Aitken, and Geo. D. Couch. The directors elected the following officers: President, R. Manville; Vice-President, O. D. Shepherd; Secretary, E. Francis; Treasurer, J. B. Van Bergen. Directors of the first class, or those whose offices expire at the end of the first year, R. Manville, E. E. Hendrick, and E. Francis. Second class, J. W. Aitken, O. D. Shepherd, and E. M. Peck. Third class, J. B. Van Bergen, R. B. Peet, and Geo. D. Couch.” (*Carbondale Leader*, March 14, 1874, p. 3)

Here is the description of the room, in the D&H office building, in which the library of the Young Men's Library Association of Carbondale would be situated:

“The room which has recently been fitted up for the library of the Young Men's Library Association of Carbondale, is situated in the south end of the second floor of the D. & H. C.

Co.'s office, at the head of Main street. The room is a very pleasant and convenient one, and the location quite central. It contains six large windows which afford light from three sides. The shade trees in front will add to the cheerfulness of the room in summer. The painter's brush has been freely applied; carpet has been placed upon the floor; a table and several arm-chairs are already there; shelves, for the reception of the books, have been erected, and two chandeliers, one of which was presented by Messrs. Van Bergen & Co., have been hung. The books will be here in the course of a few days. The association is indebted to the Hon. George Coray, of Scranton, for five volumes of 'Reports of the Pennsylvania Volunteers,' valued at forty dollars, which he has kindly given." (*Carbondale Leader*, April 11, 1874, p. 3)

The room in which the Carbondale library was housed was the southern half of the second floor of the 1859 D&H office building—see page 268 above.

On May 8, 1874, the Young Men's Library Association of Carbondale was formally opened:

“OPENING OF THE PUBLIC LIBRARY.—The Board of Directors of the Y. M. L. A. have the pleasure of announcing that they will hold a public reception at the library-room on Friday evening, May 8, 1874, for the purpose of formally opening the library for the transaction of business. Short addresses will be given by Revs. R. B. Beet, E. D. Bryan, A. Griffin, J. E. Gault, Y. C. Smith, and others, and a brief report made of the work done, donations received, etc. by the association since its organization. An opportunity will also be given to all those who have subscribed to the funds of the association to complete their membership by signing the constitution and by-laws, and to inform themselves as to the arrangements made for the proper conduct of the affairs of the society. The secretary and librarian will be in attendance to receive and record the names of all who may be desirous of helping on the good work by donation or subscription; and, in the temporary absence of printed rules and regulations to afford any information in their power in regard to membership, use of library, etc. All the subscribers and the public generally are cordially invited to attend. The library will be open for regular business on the afternoon and evening of the following day, Saturday, May 9, 1874. / By Order of the Board, / E. FRANCIS, Secretary.” (*Carbondale Leader*, May 2, 1874, 3)

In 1874 the D&H office building was painted:

"The D. & H. C. Co.'s building at the head of Main street has received a coat of paint this week." (*Carbondale Leader*, September 26, 1874, p. 3)

Many changes took place in the D&H office when J. M. Chittenden resigned in 1892:

“AT THE D. & H. OFFICE. / Changes Wrought by Mr. Chittenden's Resignation. / Several changes in the mine and general department of the Delaware & Hudson company have taken place within the past few days. J. M. Chittenden, who has for many years ably assisted A. H. Vandling in the management of the mine department of the company, has been obliged to retire from active work on account of continued ill health, and Jere L. Atherton, who has long been superintendent of the Manville colliery, has been appointed to the position made vacant by Mr. Chittenden's retirement. Mr. Atherton is thoroughly conversant with every branch of mining and is in every way eminently fitted to succeed Mr. Chittenden. News of his promotion will be

received with pleasure by the many friends he made during his long connection with the company, while Mr. Chittenden's retirement will be a source of very great regret. Mr. Chittenden's illness is not dangerous, yet it is such to require care and relaxation from work. / B. B. Atherton, brother of the new assistant superintendent, has been appointed foreman at the Marvin colliery. He has also a practical knowledge of mining, and was at one time foreman at one of the company's mines further down the valley. Later he was a foreman at one of their collieries in this city, but for several years he has been an assistant to his brother, Paymaster H. F. Atherton. He is careful and competent and will undoubtedly fill with satisfaction the new position to which he has been promoted. / John R. Atherton, son of Paymaster Atherton, and also his assistant, has been promoted to the position vacated by his uncle, and Harry Finch, who has been in the office of General Sales Agent T. F. Torrey, will take young Atherton's place. Mr. Finch has been succeeded by Andrew Fine, of Green Ridge.—*Truth.*" (*Carbondale Leader*, August 6, 1892, p. 2)

The interior of the 1859 office building was remodeled and renovated in 1898:

"Making Changes. / The interior of the Delaware & Hudson general office on North Main street is being remodeled and renovated. The old railing in the outer office will be replaced by a new counter with a three foot railing so situated as to greatly increase the space allotted to the company accountants. The wood work is nicely carved and the ceilings are being tinted; brightening up the aspect of the place very much." (*Carbondale Leader*, March 21, 1898, p. 8)

In 1928, a second D&H office building, more or less identical to the original 1859 building, was erected south of the 1859 building on Main Street. The two buildings were connected by a tunnel, which provided passage for persons, wires, and pipes. The 1928 building, completed on April 23, 1928, still stands today. It is now the Ben-Mar restaurant.

When the newer building was being erected, the older building was cleaned on the outside and re-stuccoed to conform in appearance with the new building. Number 1 plane, going directly up the mountain to the east, rose from a point just at the rear of the new general office building.

Here is the article about the 1928 building from page 201 of *The Delaware and Hudson Company Bulletin*, dated July 1, 1928:

"Division Engineer's Office," and "Division Accountant's Office." "Occupy New Office Building / New Office Building at Carbondale, Together With Old Structure, Which It Resembles, Will House All of Carbondale's Office Forces / The new office building at Carbondale has been turned over to the several departments and all of the office organizations of the Pennsylvania Division, with the exception of the motive power department, are now comfortably located in the twin buildings on North Main street. / In 1918 the old office building was found inadequate to accommodate the official and clerical forces and the superintendent's office, the car, maintenance of way, and accounting forces moved to the building recently vacated opposite the station. This was rented property and on June 23, 1927, plans were laid for the construction of a new office building, adjacent to the old building in North Main street. The

plans provided for the construction of a building along the same general lines as the old building and the exteriors of these buildings are very much alike. The structure is eighty-two feet long by twenty-nine feet wide. / The old structure was erected in 1857 [no: it was 1859; see the article from the *Carbondale Advance* given above] and an addition placed on it in 1865. At that time it was finished on the outside with stucco. / The new quarters were completed on April 23, 1928. It is of brick construction, two stories in height, and has a spacious basement. / The first floor offices are as follows: maintenance of way general offices, office of division engineer, and rooms for the bridge and building master, roadmaster, clerks, and draftsmen; car department, general offices and office for divisional car foreman. / On the second floor, the accounting department main office is located as well as the office of the division accountant. Three smaller offices are occupied by the police, electrical and signal departments. / The basement contains file rooms, electrical work room, ladies' and men's rooms. / A subway connects the new and old buildings and is of concrete construction. All partitions in the new structure are of five-inch Pyrobar construction. Heat is furnished from the power house in the car yard and at present live steam, properly reduced, controlled by reducing valves, and governed by thermostatic control is being used. The interior is finished in pine woodwork and waxed maple floors. / The old office building has been cleaned on the outside and re-stuccoed to conform in appearance with the new building. / On the first floor of the old building the claim agent, the superintendent and his force, together with the timekeepers are located. On the second floor are the trainmasters, chief train dispatcher, power distribution room, all of which are partitioned off and made to appear as near like the interior of the new structure as possible. / Employees at Carbondale are exceedingly proud of their new quarters and pleased to have nearly all of the official and clerical family on the Pennsylvania Division again together in one location. The new and old structure will easily take care of all the forces, in addition to allowing more space for all."

Four photos (p. 202) of the two D&H office building accompany the 1928 article in *The Delaware and Hudson Company Bulletin*: "Outside View" [of both buildings; 'old' on left and 'new' on right]; "Timekeeping Office."

Given below is a photo by the celebrated Carbondale photographer, Cramer, in the collection of the Carbondale Historical Society. To the back of this photo is attached a piece of paper on which is written: "D&H Railroad Office Staff, 1933 or 1934" On the handwritten note attached to this photo, the following identifications are given:

Outside row, left to right: Bess Patten (Powderly), Louise Baker (Powderly), Herbert Hested, Harry Kirkbride, Bill Killeen, Marion Gallagher (Lawlor), Peter Ryan, William Reidy, John Gill, Ralph Tonkin, Walter Jones, Ray Powderly, J. Van Allen Histed, James Colleran, Mae Little, Zita Boland. Center front: Mary Hessling, next: Rose Martin, last: Rose (?) Farber (Barbour).

In the July 1, 1928 issue of the *Delaware and Hudson Company Bulletin*, p. 202, this room is identified as the "Division Accountant's Office."



9927.7

Paint Shop

John Edwin Blocksidge was the foreman of the D&H paint shop /D&H master car painter in 1892 when, in July of that year, together with his son, Maurice, and W. H. Crideford of the D&H general office, he visited his native land, England, for six weeks:

“Off for England. / J. E. Blocksidge, master car painter for the Delaware & Hudson company with his son Maurice will make a six weeks’ visit to England and leaves on Thursday. W. H. Crideford, of the general office of the Delaware & Hudson, also goes and intends to make his home in the old country. Mr. Crideford has identified himself while here with several good causes in the city. The Young Men’s Christian association will miss him and the Trinity church choir will suffer a loss. Several friends made him presentations as marks of respect. His place at the office has been assigned to Z. Evans, an employe of the company for some time past, lately at the freight house. . .” (*Carbondale Leader*, July 13, 1892, p. 4)

John E. Blocksidge was D&H Master car painter up to at least 1927-28, when he and his wife, nee Sarah Kenworthy, resided in Carbondale at 112 Salem Avenue. (1927-1928, *R. L. Polk & Co.'s Carbondale Directory*) The date of John E. Blocksidge's death is not yet known, but we do know that Morris Edwin Blocksidge (son of John and Sarah, born March 31, 1883; home 112 Salem Avenue) ultimately succeeded to his father's position as foreman of the D&H paint shop, and was serving in that capacity at the time of his (Morris') death on January 6, 1949. (Also at 112 Salem Avenue: Willis G. Blocksidge, probably a brother of Morris. In 1912, W. G. Blocksidge was a bookkeeper at the Pioneer Dime Bank; in 1927-28, cashier; in 1938-39, vice president-cashier.)

Morris E. Blocksidge is the central figure (the man in the middle on the step in the front row) in the photograph given below, in the collection of the Carbondale D&H Transportation Museum (donation from the Farrell family, Lincoln Avenue, Carbondale), that was taken at the north end of the office section of the D&H Roundhouse in Carbondale. The occasion of the photograph is not known for certain, although John V. Buberniak has suggested that the photograph might be one that was taken at the time of Blocksidge's retirement as D&H master car painter /foreman of the D&H Paint Shop.



Top row - W.Connolly, C.Tomaine, F.Redding, Lena McGowan, Jas. McCabe, Alberta B. Enright, J.J.Brennan, Jas.Walker, Louise Smith, Ann Morgan, Wm. Seibert, Betty Kennedy.
2nd row - Vincent Kilcullen, Wm. Farrell, Arnold Quinney, Marty Deegan
3rd row - Gerald Walker, Tom Rouland, Bernard Hogan, Joe Kiefer, Russ Ward, Warren Smith, Red Smith, Art Meyers, ? Castor, Frank Finnegan, Chuff Carroll, W.B.Woolever, Wm. O'Neil, Mike Lynady, Wm. Cook, Jim Banks, R.J.Pomeroy, Pat Horan, Frank Scalzo, Tommy Ryan, T.M.Murphy, Fred Mitchell, James Gethins
4th row - Sidney Philpot, Maurice Blocksidge, Larry Hirl

Employees in the Gravity Shops Gave to the Emergency Hospital Fund.

Beginning in the fall of 1889, when donations were solicited from the community for the Hospital Fund (to build the Emergency Hospital), donations were received from many D&H employees, among many others. Lists of donors were published in the Carbondale newspapers. From those published lists, we can learn not only the names of the D&H employees (railroad and mines) who supported this community project but also, specifically, the names of many of the employees in the D&H Gravity shops at the time.

Here, in nine articles, are the names of the public-spirited persons of Carbondale (names have been grouped according to amount of donations) who supported the Carbondale Emergency Hospital fund:

D&H Contributions, September 11, 1889:

“FROM THE GRAVITY SHOPS. / More Contributions for the Growing Hospital Fund. /

The donations of money to the Hospital fund have not ceased, though the publication of the lists have been for a time suspended. The response from the mines of this vicinity was more liberal than anticipated and to the toilers in this dangerous occupation is due the credit of assuring the hospital. The Gravity machine and blacksmith shopmen contribute the following amounts: \$5.00: Pierce Butler; \$3.00: Wm. Johnson, Andrew Wyllie; \$2.00: James McMillan, Michael Kelly, Thomas Coleman, John W. Jones, Jos. Lindsay, M. B. Madigan, George A. Davis, Wm. Jenkins, Wm. Price, Alex Johnson, Thomas Peters; \$1.25: Wm. Pedlar; \$1.00: Lewis Boutin, Eloi Shaefer, Michael Gilmartin, John Neuser, Fred Price, W. H. Mills, Fred Spanler, John Duffy, Barney Sontag, Jas. Robinson, Sandy Skoll, Alfred Chapman, James Boyd, Charles Sontag, Michael McDonald, John Gethens, Stephen Dudicus, Wm. Ogleby, Wm. Wilcox, Curt Wickwire, David Smith, James Coughlin; \$0.75: George Wyllie; \$0.50: Charles Gramer, Richard M. Brown, Wm. Opie, Albert Jones, Richard Conoughton, Wm. Gramer, David Jones, Wm. Turner; unspecified amount: Chas. Johnson, John Vannan, John Reese, Samuel Tilsley, Henry Seibold, Sidney Pearce, Benj. Biles, Fred Pearce, Henry Kelly, Walter Armstrong, Bert Wickwire, Henry Chapman, Jos. Sontag, Jos. Norris, Wm. Frederick.” (*Carbondale Leader*, September 11, 1889, p. 4)

D&H Contributions, September 17, 1889:

“RAILROAD MEN CONTRIBUTE. /Adding Their Help to the Fund for a Hospital. /

The employes of the Erie and Delaware & Hudson railroads, engineers, firemen and brakeman, have given their donation to the hospital fund as given below. William Leonard and P. F. Dougherty were the collectors: \$3.00: Wm. Rosser; \$2.60: John B. Kirkbride, Wm. H. Moyles, H. E. Johnson, A. E. Isgar, H. O. Knapp; \$2.50: L. Cummings, John B. Tillsley, Thos. Morgan; \$2.40: J. M. Reardon, Nelson Robbins; \$2.00: Wm. Clifford, John Pidgeon, Geo. Aunger, Thos. Kelly, Horton Dilts, John Roberts, J. J. Lowery, Frank Morgan, Adelbert Clark, John McCarty, S. Doyle, Harry Wolcott, F. McCawley, Jas. Horney, Reul Hampton, Geo. Smith, Thos. White, Alex. Herberts, Bruce Thompson, Chas. Mayo, David Wolcott, Wm. Cummings, Hugh Finlon, A. C. Lown, Geo. Breese, F. P. White, D. Nelson, Daniel Mallay, Sigal Robbins, Ed. Kenworthy, Jas. Doyle, J. D. Nicholson, E. W. Sayer, John Lowery, Wm. O'Malley, Anthony Cook, John Howard, G. A. Kelley, B. E. Tucker, Chas. S. Case, A. J. Lenahon, A. L. Vroman, Chas. Phillips, James Bryden, Fred Boyer, M. H. Maloney, Frank Sloan, Edward Lewsley, Geo. Chapman, Frank Sherrer, Alex. Bryden, P. McQuade, Jacob Neuser, P. F. Storch, J. E. Gorman, F. J. Keifer, W. Copeland, Boyd Case, A. Messenger, C. Lewsley, P. Dockerty, Wm. Lee, Benj. Dimock, Horace Daley, W. Leonard, John Dalton; \$1.50: G. W. Reynolds; \$1.00: James Gibbons, Stephen Kimball, Reuben Johnson, Patrick Lynott, Chas. Berry, Adam Stultz, Jud Foster, Wm. Snyder, Dunwood Travis, Lewis Rector, Hugh McQuade, Wm. Hughes, Harry

Kenworthy, Wm. Bunnell, Wood Miller, David Thomas, P. Brennan, F. Williams, Willard Schultz, H. M. Rounds, W. J. Clum, Tobias Compton, Frank Carpenter, Chas. VanWhy, F. E. Tucker, Herbert Stoddard, Alfred Owen, John Buckley, Otto Zohe, Albert Carey, Jas. Roarke, E. Van Schoick, Lawrence Farrell, P. F. Powderly, Lyman Severance, Samuel Henry, V. A. Swingle, J. P. Bates, Samuel Hayles, John Cornish, D. Lynch, Ernest Gelatt, Sam Ferrell, Wm. Auger, Joe Fox, Clark Hetzel, Wm. Forbes, P. Pidgeon, Gilmore Swartz, J. R. Thomas, John Malia, Stephen Holgate, Milo Wilcox; unspecified amount: Michael Gorman, Wm. Wagner, Jud Tucker, Wm. Geary, F. W. Marcy, Sam Jacoby, Chas. Vincent, W. F. Kantuer, John Milligan, F. Menning, David Jones, Henry Reinsland, P. F. Brennan, Wm. Rounds, S. Courtright, Bert Porter, John Page, F. M. Leonard, F. Schunnel, M. Hoffman, Levi Ames, P. Cavanaugh, Francions White, Thos. Morgan, J. A. Chase, Eugene Wonnacott, Wm. Dougherty, Burrett Brownell, John Doak, John Courtright, Wm. Histed, Irving Skeels, Chas. Jones, Harry Leas.” (*Carbondale Leader*, September 17, 1889, p. 4)

D&H Contributions, September 18, 1889:

“MORE HOSPITAL MONEY. / From the Delaware & Hudson Locomotive Shops and Round Houses. / We give to-day a partial list of the contributors to the hospital fund from the D. & H. locomotive shops, round houses and railroad. The remaining names will be published tomorrow: Cash, \$5.00; \$4.80: D. C. Benscoter; \$4.00: P. R. Van Dermark, Henry Isgar; \$3.50: L. D. Slocum, Wm. Clum, Charles Gates, Charles Hubbard, Wm. T. Bingham, Isaac B. Baker, Jos. Stafford, Wm. Haigh, John Gillies, Jno. E. Mack, Ed Atkinson, Chas. P. Hallock; \$3.27: O. E. Histed; \$3.00: Andrew Histed, W. Van Dermark, Jno. E. Thomas, Geo. Dimock, Jno. Davies; \$2.58: Austin Benscoter; \$2.28: Geo. Correll; \$2.25: Jos. Vannan, Wm. Male, Alex Wyllie, Bernard Conway; \$2.00: Jos. Wilcox, Will Carpenter, August Blankenburg, Wm. C. Krantz, James Gallagher, Chas. Schuster, John Ammerman, Jno. Maxwell, Frank Ball, Chas. Dow, Friend Osborne, Larry Melvin, M. O. Guiendon, Homer Hutchins, Thos. McCawly, Milo Gardner, Thos. Cornish, I. J. Wint, Charles C. Rogers, John Kelly, Thomas Davis, Jos. Herbert, Thos. Winn, John Lingfelter, Sam’l Lingfelter, Wallace McMullin, F. E. Kilpatrick, Arthur Hoyle, Anthony Banks, Geo. D. Tallman, James Temple, David James, James S. Wall; \$1.92: Jerry Moyles, Dan’l Swan; Geo. Hamlin; \$1.75: Wm. P. Ferris; \$1.10: Wallace Vickers; \$1.00: Geo. E. Dubois, Philip Helfrick, Wm. Blake, James Lindsay, Lyman Rheil, Sam’l E. Banker, Richard Burnett, Chris Carlson, John P. McCawly, Herman Faatz, Willard Chase, Geo. Nichols, Emmet Swingle, Wm. W. Knapp, Frank Dow, Rob’t Spencer, E. R. Sampson, Andrew Stockwell, Frank McMinn, Geo. Yarns, Geo. Berry, Elias Wademan, Wm. Sherrer, Geo. Osborne, Truman Utley, Rob’t S. Whitfield, Francis Smith, Mark Brennan, Rob’t Blair, Jno. D. Davis, Grant Nicholson, Timothy Gilmartin, Walter Wilson, Geo. Fisher, Chas. Vogal, Rob’t Brodie, Ran Hall, W. H. Phillips, Mich Bell, George Merrill, Luie Cool, Jno. Bell, Wm. Newman, John Hague, Geo. Eales, Jno. Kinback, Michael Lynnady, A. Moinnie, Theodor Sirako, Jno. M. Collins, Levi Toby, Lewis Decker, Thomas Langan; \$0.75: Toney Roemelmeyer, Mark F. Brennan; \$0.60: Geo. Moyles, Wm. E. Eitel; \$0.50: Wm. Whitfield, James Harvey, Ashfield Gray, Allen Williams,

Rob't Campbell, James Banks, Jno. Woolever, C. Schraeder, Wallace Williams, Jno. Smith, Ezra Reeves, Thos. Smith, James Williams, Walter Thorn, Wm. Willis, Walter Gibbs; \$0.25: David Davis, Henry Blankenburg, Nicholas Medici, Bonney Gilcott; unspecified amount: Alex Copeland, Warren Ellis, Frank Coon, Wm. Brokenshire, E. B. Gardner, Andrew Bell, Jno. T. Jones, Edward Morgan, Geo. Williams, Jos. Parker, Fred Shonaker, Jno. Brink, Stephen Kegler, Wm J. Turner, Wm McAndrews, Edward Smith, Evan Williams, J. H. Clarke, J. Van Dermark, Charles Lewis, Jno. Moyles, Anson Bayley, Colvin Kimble, Henry Smith James Smith, Rob't Copeland, Benj. Hughes, Wm. Hubbard, Jos. Heap, Wm. B. Chase, Isaac H. Colvin, Chas. Lingfelter, Wm. D. Jones, Jno. Evans, Rees A. Price, Chas. Smith, Jno. H. Lowe, Alfred Hague, Wm. Harvey, Frank Burrows, James R. Jones, John James, Percy Briggs, Pat'k Baker, Wm. Fisher, James Beckett, Harry Fisher, Jno. Schaff, Pat'k Smith, Henry Highsnider, Chas. E. Moon, James Campbell, Rees W. Price Geo. Lindsay, Fred Wood, Wm. Breese, Rob't Williams, Pat'k Quinn, Jno. Connelly, Dennis Hogan, Wright Campbell, Hector Sampson, Geo. Kegler, James McCawly, Ed Pruner, M. E. Whiting, Edgar Jones, Owen Timmons, Geo. Davis, Asa Daley." (*Carbondale Leader*, September 18, 1889, p. 4)

D&H Contributions, September 19, 1889:

“INCREASING THE FUND. / Engineers and Firemen Subscribe to the Noble Charity. / The list below completes the donation from the locomotive shops in this city. Those who were not seen by the solicitor can hand in their contributions to the treasurer: \$4.00: Sam'l Cobb; \$3.50: Jno. E. Hallet; \$3.00: Joel Arnold; \$2.00: Sam'l Moon, Pat'k Haron, Jno. Dilts, C. D. Arnold, Geo. Cotton, Jud Bayley, Frank Greiner, G. Hunt; \$1.92: Wm. O'Brian; \$1.35: Elijah Connor; \$1.25: Jno. Gilroy; \$1.15: Carmino Tomaino, Farnk Carro, Banardo Giglito, S. Kurlancheek, M. Banani, Crissmas Telarilo; \$1.00: Ed Rowan, Jesse Taylor, Thos. Courtright, Peter Stocker, B. Gilmartin, D. Carro, J. Dattalo, Jo Parro, Jos. Tomaino, Stephen Davey, Wm. Teed, Jacob Schaff, Rob't Simrell, Jos. Blanchard, C. N. Calvin, Geo. Wescott, Eugene Hayden, Chas. Griffin, Chas. Culver, Thos. Kennedy, Frank Mahon, John Reed, Reuben Edwards, Frank Clark, James Morpeth, Jno. Rowan, Jno. M. Rowan, Michael Rowan, Frank McCarty, Jno. Hollenback, E. Mospeth, Thomas Connor, Jasper Gritman, Russell Emery, Jno. McNulty, Jos. Wall, Adam Buttman; \$0.50: Jos. Coal, Em Wint, Jno. Kearney, Jno. Sullivan, Frank Burke, Sam'l G. Cobb, Michael Dockerty, John Hart, Jno. Walsh, James Sheridan, Geo. Williams, Peter Knight, Jno. Moran, Joseph Linney, Fred LeBoat, M. Brezill; unspecified amount: Wm. Griffis, Philip Mang, Jno. Quinn, Wm. Cavanaugh, Harry Griffis, Carmino Rienzo, Bernard Crane, Chas. Kegler, Jno. J. Tighe, Wm. Moyles, Jo Scorgo, Ed Jennings, Ed Williams, Francis Hoban, Jno. Bryden, Sidney Colwell, Henry Beaty, Wm H. McDonnell, Merrit Gardner, Jno. Bayley, Ed Goodman, Jno. Ross, Michael Hevers, Michael Moran, Chas. Powell, Wm. Shaw, Jno. Shonk, Peter Rowan, Hugh Flynn, James Corrigan, Jacob Buttman, Peter Becker, Hugh Gallagher, Jno. Buttman, Frank Connor." (*Carbondale Leader*, September 19, 1889, p. 4)

Donations for the hospital fund from other quarters.

Sale of the promenade concert tickets in aid of the hospital fund:

“FOR THE HOSPITAL FUND. / Sellers of the Tickets and What They Realized. / Following is a statement showing the amount of money realized from the sale of the promenade concert tickets in aid of the hospital fund. To-morrow will appear a list of the individual city subscriptions to the fund: / F. E. Burr, 6....\$8.00, F. E. Dennis, 2 ½....\$5.00, W. G. Stephens, 8....\$16.00, Israel Crane, 1.....\$2, Thos. Levison, 3.....\$6, Bolton & Reynolds, 1.....\$2.00, Humphrey & Evans, 20.....\$40.00, Irving Davis, 8 ½.....\$17.00, R. H. Tralles, 3.....\$6.00, B. S. Clark, 1....\$2.00, H. F. Elbrecht, 1.....\$2.00, Lou Crager, 3.....\$6.00, S. Singer, 10.....\$20.00, J. F. Kinback & Son, 5.....\$10.00, James Gorman & Co., 6.....\$12.00, James Collins, 2.....\$4.00, J. W. Dimock, 6.....\$12.00, P. Powderly, 1....\$2.00, Wm. Bowers, 18 ½.....\$37.00, L. Brauer, 5.....\$10.00, J. S. Jadwin, 8.....\$16.00, T. J. Gilpatrick, 2.....\$4.00, P. J. Collins, 5....., \$10.00, J. Kline, 19.....\$38.00, J. B. Shannon & Co., 13.....\$26.00, M Moses, 39.....\$78.00. / Total....\$391.00.” (*Carbondale Leader*, January 22, 1890, p. 4)

Individual city subscriptions to the hospital fund:

“HOSPITAL CONTRIBUTORS. / J. B. Van Bergen, J. L. Crawford and M. Moses Lead the List. / Following is a list of the individual contributors to the fund being raised for the erection of an Emergency Hospital in this city: / \$100.00: Morris Moses, J. L. Crawford, J. B. Van Bergen \$50.00: Pascoe, Scurry & Co., Humphrey & Evans, J. E. Watt, Mills Bros., W. W. Watt, James Stott; \$31.90: Richelieu Benefit; \$25.00: A. W. Daley, Chas. Robinson, T. D. Bradley, W. E. Kirby, L. Brauer, Frank E. Dennis, Thos. F. Coffey, Israel Crane, Thomas Levison, Edward Clarkson, J. S. Jadwin, J. B. Shannon & Co., Alexander Gills, Thos. R. Lathrop, J. Rutherford, Bolton & Reynolds, Thos. R. Durfee, Sam E. Raynor, J. W. Dimock, Kahl Bros., H. C. Wheeler; \$15: James Barrett, Andrew Simpson, W. Burr & Son; \$10.00: J. L. Church, C. E. Spencer, I. E. Whipple, C. H. Ditchburn, White & Murphy, B. A. Kelly, Bryce R. Blair, J. J. Curran, Jas. V. Hussle, J. J. Monahan, J. Crager & Co., B. F. Williams, B. S. Clark, Chas. O. Mellen, William Miller, C. H. Estabrook, John Mohrs, Loftus & Coogan, E. J. McHale, James E. Burr, Irving Davis, G. H. Tryon, John Roe, A. W. Reynolds, T. O’Connell, J. B. Gilhool, M. J. Mullaney, J. H. Byrne, Sam’l Smale, W. B. Lindsay, R. Ottman; \$5.00: W. G. Giles, J. M. Alexander, Thos. R. Evans, T. H. Madigan, R. H. Tralles, Christ Mother, C. Fowler, J. Gubert, C. R. Stenson, J. S. Ricker, Chas. Cavanaugh, T. A. Sullivan, Dennis Finnegan, John Gaughan, Carl G. Schroeder, Spanle & Coogan, W. B. Stansbury, Geo. N. White, Wm. G. Stephens, M. Olmstead, W. R. Baker, E. Hale, W. H. Edgett, John F. Gallagher, Chris Munnich, F. P. Brown, P. L. Neary, J. G. Thompson, Michael Devine, J. D. Day, J. W. Kilpatrick, H. F. Elbrecht, Bryan Burke, P. F. Moffitt, T. J. Gilpatrick, Lynch & Bronson, Jas. B. McTighe, J. Moon, W. H. Evans, J. Gorman & Co., L. Rehkop, Geo. D. Couch, E. P. Burke, H. B. Jadwin, J. F. Kinback, H. S. Pierce, John F. Clune; \$2.00: L. G. Marcy, E. J. Pierce, J. Borst, R. A. Bryson, John Gillin; \$1.00: John Hansen. (*Carbondale Leader*, January 23, 1890, p. 4)

April 28, 1899: D&H Shops support of the hospital:

"MONEY FOR THE HOSPITAL. / Employees of the Delaware & Hudson Shops Give for the Support of that Institution. / Employees of the Delaware and Hudson company are now responding to the appeals for aid for the Emergency hospital and the first list of subscribers from the shops in this city were received yesterday. / **BRIDGE SHOPS.** / George Burrell 5.00, H.B. Wilbur 2.25, C. L. Stone 1.75, C. D. Craft 1.75, W. F. Wasman 1.00, Jas. Stephens 1.00, M. Mannion 1.00, B. Rudenauer 1.00, C. H. Dolph 1.00, John Buckley 1.00, F. H. Cowles 1.00, John O. Miles 2.50, E. A. Morgan 1.75, F. J. Colwell 1.75, Wm. H. Arthur 1.00, J. H. Conaughton 1.75, James Farrell 1.00, Anthony Swartz 1.00, F. J. Lane 1.00, M. T. Collins 1.00, A. L. Santer 1.00, Thos. Boland 1.00, Mathew Mannion 1.00. / **LOCOMOTIVE SHOP.** / Joseph Heap 1.00, John Kinback 1.00, A. Brodie 1.00, Chas. Gramer .50, J. W. Jones 1.00, P. Butler 1.00, Thomas Cornish .25, John Santaina .70, Michael Kelly .50, N. Armstrong .50, F. Spanle .25, Georg Wyllie .50, Henry Buchart .50. / **CAR SHOP.** / We the undersigned, employes of the car shop subscribe the sum set opposite our names for the Carbondale Emergency hospital general maintenance fund, and hereby request the officers of said company to deduct the subscription from our March earnings: / J. E. Blocksiege 2.00, M. Lozert 1.00, James Smith .50, Charles Kase .50, George Brennan .25, Frank Shannon 1.00, John Henwood .25, T. J. Skinner .50, H. Solwodler .50, Edwin Roberts .50, Wm. Atkinson 1.80, Wm. Tonkin 1.00, Edward Wagner .50, T. H. Kase .50, E. S. Rice .25, James Norton .50, Henry E. Smith .50, Alfred Masters .25, Charles Jordan .25, Isaac Tonkin .50, Geo. Ditmore .25, Frank Tracey .50, M. Connor .50, J. H. Clark 1.00, Isaiah Mittan .25, John Downing .50, G. W. Bailey .25, T. Roberts .50, Fred Cundy .25, John Masters .50, A. Jorgensen .50, Fritz Tensen .25, W. H. Drake .50, T. B. Orchard 1.00, Joseph Nealon .50, B. Brennan 2.00, James May .25, P. J. McAndrew .50, Wm. F. Pa'ters'n .50, Louis Seeley .25, Frank Cobb .25, D. B. Davis .25, Andrew Mann .25, Fred Masters .25, William Bone .50, John F. Kase .50, Wm. Long .25." (*Carbondale Leader*, April 28, 1899, p. 8)

April 29, 1899: D&H support of the hospital (names grouped by amount donated):

"RAILROAD MEN GIVING. / Delaware & Hudson Trainmen and Track Hands Contribute to the Support of the Hospital. / The railroad employes of the Delaware & Hudson company are contributing to the Emergency hospital from their March earnings and the first list of the same we give today. To them the advantages of the institution appeal strongly and one and all will doubtless reply promptly and willingly to help the great work which the hospital is doing in our midst. Among the contributors yesterday was J. H. Orchard, \$5.00. **ENGINEERS AND FIREMEN.** / \$1.00: L. D. Slocum, J. C. Holl'back, C. Schuester. / **CONDUCTORS AND TRAINMEN.** / \$2.00: Hugh Finton, Wm. Aunger, John Howard, G. H. Kellow, T. S. Morgan; \$1.00: Jas. M. Reardon, Hugh McQuade, V. A. Swingle, A. D. Burdick, Wm. Compton, Richard Huddy, W. H. Bowen, F. W. Bates, John Stern, John Elston, Chas. Clift, Geo. H. Griffin, A. C. Lown, John Pidgeon, Reuben Johnson, Fred Bargar, E. N. Wills, Walter Rounds, J. R. Thomas,

Frank Morgan, W. Griffith, W. Courtright, A. E. Iser, Boyd Case, E. R. Sampson. / TRACKMEN. / \$1.93: C. V. Helms; \$1.15: Ben Leach, Stephen Faltz, A. Leach, Joseph Falbo, Martin Smoke, Cacasa Rass, Joseph Grant, S. Moongase, Raphael Emet, Jay Ketchem, Basil Scorts, James Capolo, Rocco Pessia, Joseph DeFazeo, Chas. Clemons, Frank Tomeno, Phillip Scalzo, A. Tomeno, Andrew Barber; \$1.00: R. Qualtieri, August Perri, A. M. Stone, Mich. Polley, Joseph Bakin, John Corey, Jas. Hevers, J. W. Eaton, Line Qualtieri, Owen Haley, George Hakin, Andrew Oram, F. W. Peters, John Lavada; \$0.50: Abe Bronson, Geo. Merinock, John Fedor, Alex Kellick.” (*Carbondale Leader*, April 29, 1899, p. 2)

May 18, 1899: Money for the hospital from the employees at No. 1 slope (names grouped by amount donated):

“GIVING AID TO THE HOSPITAL. / The Employees at No. 1 Slope Add Their Mites to the Fund for That Institution. / The employees at No. 1 slope on the south side have contributed from their March earnings to the support of the Emergency hospital. The aggregate is a considerable amount and is gratefully acknowledged by the directors. Among the contributions were the following: / Edward Gordon \$1.00. / [50 cents each] Daniel Nielson, Michael Mannion, Thomas Atkinson, Michael Lynch, Thomas Lynch, Thomas Gilligan, Thomas Kane, Michael McCann, Patrick Connolly, John Connaughton, Michael Farry, Michael F. Walsh, John Forbes, John Carney, Robert McHale, William McHale, Hugh Gerrity, M. F. Walsh, Patrick Keough, Edward Greeley, Patrick Greeley, John Nielson, Michael Nielson, M. G. Walsh, David Walsh, John Muir, James Toolan, Patrick Connor, P. F. Moran, James Judge, Bernard Willis, Thomas Walsh, James Toolan, Dennis Toolan, Patrick Pace, Thomas Killeen, Martin Golden, John Smith, Mark Duggan, John Duggan, Anthony Convey, Edward Inngerman, John Toolan, James McDonough, David Chilton, John Inngerman, Charles Barnicott, William Barnicott, Michael Duggan, Walter Lane, Edward Casey, Peter Connolly, Peter Gavin, J. Seeley, Thomas Higgins, William McDonough, Edward Doudican, Michael Flannery, Anthony Barrett, Thomas McHale, M. F. Finnegan, Patrick Rooney, Patrick Duggan, Richard Duggan, James Kelley, Thomas Grier, William Verrill, John Barnicott, James Bagley, T. F. Casey, Dudley Gordon, Dudley Gordon, Jr., Henry Tucker, George Sidler, James Flannery, Thomas Gilhool, Dominick Burke. / [25 cents] Mark Pidgeon James Killeen, Thomas Muir, Henry Nelson/ COMPANY MEN./ [50 cents] Patrick Gavin, James Hope, John Muir, P. J. Purcell, Thomas Gavin, Michael Garvey. / [25 cents] Edward Grier, John McGowan, Patrick McAllister, Daniel Grady, Patrick Clifford, Patrick Donnelly.” (*Carbondale Leader*, May 18, 1899, p. 2)

Post card, in the collection of the Carbondale Historical Society, showing Carbondale D&H Emergency Hospital, on the left, and the School of Nursing, on the right. The architect who designed the hospital building was J. S. Duckworth. The land on which the building was constructed was donated by the D&H. Ownership of the building was accepted by the Board on Wednesday, November 2, 1892, and the Emergency Hospital opened on May 1, 1893.



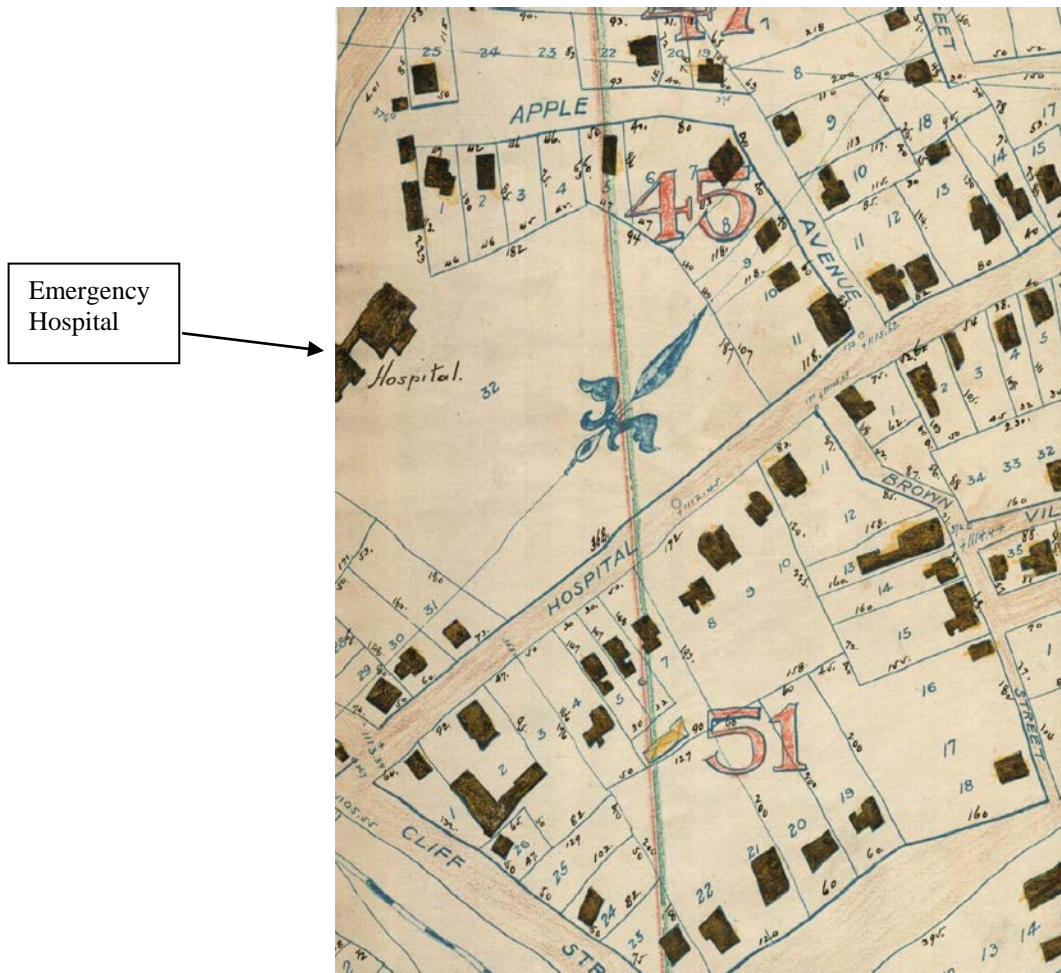
In the article, “The Hospital Complete,” *Carbondale Leader*, October 27, 1892, p. 4, we read: “It was thought best to defer the public opening of the institution until May 1st in order that everything about the building may be thoroughly tested and all is in readiness to receive and care for the unfortunates who may be brought to this house for treatment. / This will also give the trustees time to prepare plans for an provide the means for maintaining the institution for they propose to have money enough in sight to pay expenses for at least one year before the doors are thrown open.”

A medical board, consisting of not more than nine, or less than five reputable physicians, who shall reside in Carbondale City and vicinity, and shall be graduates of some regular school of medicine, was called for in the hospital’s by-laws. Dr. Bailey was the first house physician; other physicians were Dr. Wheeler, Dr. S. S. Shields, Dr. John Kelly, and Dr. Alexander Gillis.

In “The Story of Carbondale and ‘The Black Stone’” (*Monthly Bulletin, Commonwealth of Pennsylvania Department of Internal Affairs*, Volume 19, No. 12, November 1951, pp 11-18) by Alice Voyle Rashleigh, Ms. Rashleigh states on page 17:

“The Carbondale Emergency Hospital was organized in October 1889 with Dr. Mark Bailey as resident physician and Miss Katherine Desmond superintendent. / Work began on the building in the Spring of 1891 cost not to exceed \$6.000 and it did not. On July 1, 1893, it was opened to the public. Coal was donated by various coal companies of the region. A nurses home, joining the hospital, was the gift of James Stott and known as the Stott Memorial. Years later, the General Hospital was built on Fallbrook Street, also a nurses home after emergency hospital was razed.”

The exact location of the Emergency Hospital on Hospital Street is shown on the detail given below from the **Map of the City of Carbondale Lackawanna County, Pennsylvania 1909, From Actual Surveys By and Under the Direction of George William Tappan, Scranton, PA, October 18, 1909.**



D&H Shops in the Twentieth Century

The D. & H. Shops and the surrounding area in 1909 are shown on the detail given below from the **Map of the City of Carbondale Lackawanna County, Pennsylvania 1909, From Actual Surveys By and Under the Direction of George William Tappan, Scranton, PA, October 18, 1909**



The tracks to the various shop buildings are shown here. Were the tracks still in place in 1909?

1859 D&H office building torn down:

1928 D&H office building becomes the Ben-Mar restaurant:

The Ben-Mar Restaurant on North Main Street in Carbondale opened its doors on December 3, 1963. It was named after its original owners, Benedette and Marino Zazzera, Sr.

Re-using the D&H buildings on North Main Street in Carbondale:

The article given immediately below was published in the February 9, 1956 issue of the *Carbondale Review*:

“D&H to Release Industrial Sites Three Choice Locations Plus Buildings Available.” One of those sites comprised all the Gravity Shops buildings as well as the two D&H office buildings on North Main Street in Carbondale. James F. Beamish, president of the Carbondale Chamber of Commerce at the time, “suggested that one of the office buildings be turned over to the City as a library and also to house a Carbondale Historical Society. It could be called the ‘D&H’ building or Wurts Memorial Building, in honor of the two engineers who discovered coal here and who formed the canal company.” William H. Marshall, Industrial Agent of the D&H said that he would bring that suggestion before top officials. Regrettably, Beamish’s enlightened suggestion never became a reality.

Will the D&H building at 81 North Main Street become a new Carbondale library?

"D&H Wants Reply On New Library / The Delaware & Hudson Railroad has asked for a 'yes' or 'no' by a week from tomorrow on whether one of its buildings is wanted for a new city library. / Mayor Frank P. Kelly said a representative of the D&H real estate office told him this week that the railroad wants an answer by May 15. Plans to buy the building at 81 North Main St., which formerly housed the D&H Pennsylvania-Susquehanna division offices, have become stalled for a lack of leadership. / The Mayor, who is also chairman of the Young Men's Library Association, said he has approached several people on the matter of heading a committee on a new library. All have refused, he said. / 'There's certainly been a lot of interest in the plan, but no one seems to want to lead the thing,' he added. / With his primary election campaign in its final two weeks Mr. Kelly said he does not have the time to devote to such an undertaking. The 'deadline' fixed by the D&H comes four days before the primary election. / The Salvation Army, meanwhile, is moving ahead with plans to purchase the next-door building at 85 North Main St., from the railroad. / Lt. LaVerne Cooper said he hopes to have a purchase proposal ready for the Army's New York office by early next week. / This proposal must include a purchase offer on the Salvation Army property at 22 Archbald St., now used as living quarters for the commanding officer and his family. / An offer has been indicated that both buildings must be sold in a package transaction, although not necessarily to the same party. Thus, the Salvation Army cannot move ahead with the purchase of its building until a buyer is found for the other structure. / The Salvation Army has already received a purchase offer on its present Eighth Ave. citadel, Lt. Cooper said. / If the library does not come forth with a definite [sic] purchase offer, the D&H is reported planning to dispose of the building to another prospective purchaser." (*Carbondale News*, May 7, 1959)

D&H Shops listed in the National Register of Historic Places:

“Gravity railroad’s shops in Carbondale added to Register / Harrisburg – The Delaware and Hudson Canal Company’s Shops, Rear 91 N. Main St., Carbondale, stone structures built in 1858 as an equipment maintenance facility for Northeastern Pennsylvania’s once famous gravity railroad, have been added to the National Register of Historic Places. / Entry of the ninth Lackawanna County property on the National Register was announced by William J. Wewer, executive director of the Pennsylvania Historical and Museum Commission (PHMC). The Commission’s Office of Historic Preservation processed the nomination. / Located at the start of the first plane of the railroad, the shops, constructed of local stone, are made up of two sections, a T-shaped section housing the blacksmith shop. The 225-foot long building is topped by a slate gable roof. Large windows extend from the ground level up to the eaves. The double doorways have large semi-circular windows above them. Three cupolas are located on the roof area. / Fire destroyed two earlier shops built of wood on the same site as early as 1832. . .” (*The Wayne Independent*, March 13, 1979)

D&H Gravity Shops buildings razed by Marino Zazzera:

On Tuesday, August 25, 1987, the D&H Gravity Shops on North Main Street in Carbondale were demolished by Carbondale businessman Marino Zazzera, the owner of the buildings at that time.

From its inception in 1975, the Carbondale Historical Society worked actively for the preservation of the Gravity Shops. In 1979, through the efforts of Kay Shifler, the buildings were listed in the National Register of Historic Places. Members of the Historical Society then met with representatives of Steamtown National Historic Site, with Congressman Joseph McDade, and with the Pennsylvania Historic Museum Commission and asked for help in preserving these important buildings. No assistance was available from any of those sources. On August 25, 1987, during Carbondale's week-long Pioneer Days celebration that year, the D&H Gravity Shops were demolished. A parking lot now occupies the site.



Two photographs taken by Historical Society member, Hank Loftus, on August 25, 1987, as the D&H Gravity Shops in Carbondale were being demolished.

The D & H Gravity Railroad and Canal: Selected Bibliography

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Delaware and Hudson Canal Company. (1) *Record of Deeds. New York to D. & H. C. Co., Providence, PA* (2) *Record of Deeds. Pennsylvania (Wayne, Pike and Susquehanna Counties) to D. & H. C. Co and others, Providence, PA* (3) *Record of Deeds. Pennsylvania. Luzerne County to D. & H. C. Co. and others, Providence, PA*. These three deed volumes are in the archives of the Carbondale D&H Transportation Museum, Carbondale, PA.

Delaware and Hudson Company. *A Century of Progress / History of The Delaware and Hudson Company / 1823-1923*. (Albany: J. B. Lyon Company, Printers, 1925)

_____. *Corporate History of the Delaware sand Hudson Company and Subsidiary Companies*, Volume I, *The Delaware and Hudson Company*. 1906. Transportation Library, University of Michigan, 1906. Contains complete copies of all of the Pennsylvania and New York statutes that relate to the Delaware and Hudson Canal Company and the Delaware and Hudson Company for the period 1823-1906.

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